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331 • January 2001

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TakingItEasy

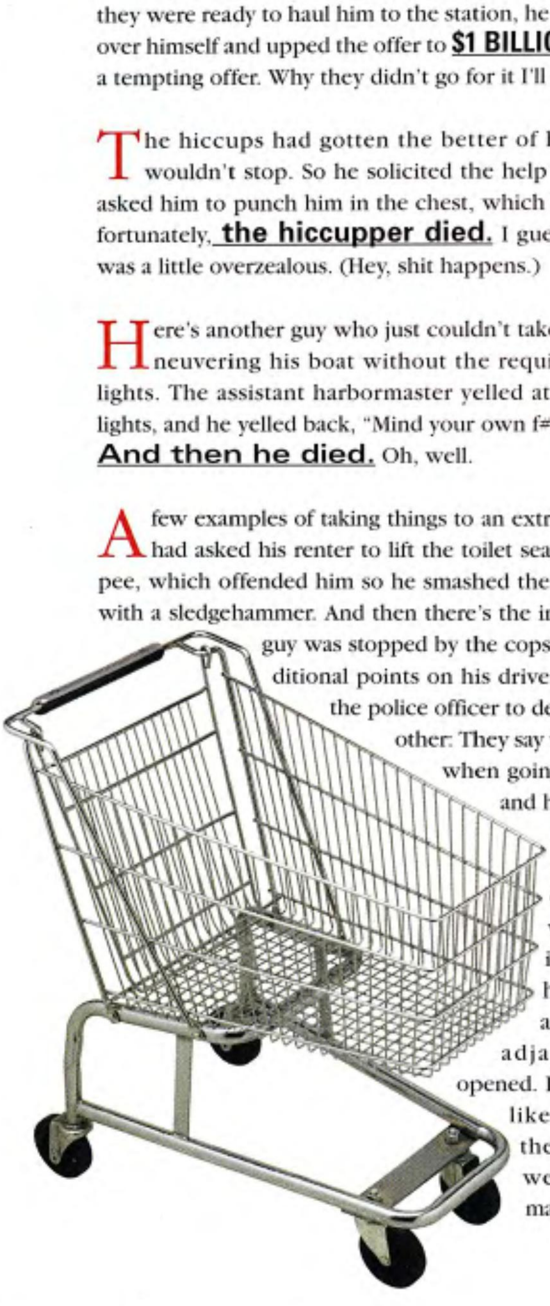
This guy was fired from his job for talking excessively about his pierced penis (sexual harassment they called it). Now get this. The company he worked for was a distributor of **hard-core** pornographic videos and sex accessories. And they had large inventories of the stuff filling the offices. *And* the telephone staff taking orders inevitably had to listen to dirty talk from customers. (I just don't get it.)

He was stopped because he was drunk. Desperately trying to avoid a public intoxication arrest, he offered the two cops $100,000 to forget the whole thing, and by the time they were ready to haul him to the station, he had vomited all over himself and upped the offer to **$1 BILLION.** (Now that's a tempting offer. Why they didn't go for it I'll never know.)

The hiccups had gotten the better of him—they just wouldn't stop. So he solicited the help of a friend and asked him to punch him in the chest, which he did. But, unfortunately, **the hiccupper died.** I guess the puncher was a little overzealous. (Hey, shit happens.)

Here's another guy who just couldn't take it. He was maneuvering his boat without the required navigation lights. The assistant harbormaster yelled at him about the lights, and he yelled back, "Mind your own f#$%&! business." **And then he died.** Oh, well.

A few examples of taking things to an extreme: A landlord had asked his renter to lift the toilet seat when taking a pee, which offended him so he smashed the landlord's skull with a sledgehammer. And then there's the incident where a guy was stopped by the cops, and fearing additional points on his driver's license, shot the police officer to death. And yet another: They say women **get testy** when going to the market and having to wait in long lines. A guy beat up another man who was behind him in line but who had tried to jump ahead when an adjacent register opened. It's getting to be like road rage out there, but I guess we should call it market rage.



The capabilities of the mind often baffle me, and just when I think I've heard it all, here comes another. Great Britain's patent office received an application for a patent on a poet/waitress from **the poet/waitress.** She said her application qualifies ... that she meets the legal standard of "novel" and "useful." She said, "It has taken 30 years of hard labor for me to discover and invent myself, and now I wish to protect my invention from unauthorized exploitation." Well, right on, sister!

Here's the rationale for a campus club formed to celebrate women's sexuality, which came from the university's production of the off-Broadway play, *The Vagina Monologues:* "If you don't make a point of talking specifically about **vaginas,** then they don't get talked about." Ain't that the truth.

A guy had a bothersome corn on his toe so he decided to take the quick way out to get rid of it. He got out his trusty gun to **shoot the corn off** but took off more than the corn. Now he doesn't ever have to worry about any recurring corns on that toe. Way to go, bro.

We've all heard of, and probably know of a pack rat. Here's a pack rat I read about who still has **Froot Loops** that date back to 1992 and chocolate pudding from 1983. Saving is a good thing.

Some dumb laws to add to your list: In Iowa it's a violation of the law to sell or distribute drugs or narcotics without having first obtained the appropriate Iowa drug tax stamp. And in a city **in Iowa** horses are forbidden to eat fire hydrants. Illinois joins the ranks with a law in one of its cities that forbids eating in a place that is on fire. Smart move.

A dancer sued a surgeon because her implant made one breast look like **a "banana."** (Good enough to eat?)

Zamora the Torture King had a circus act where he swallowed a length of twine and then removed it on stage by self-surgery on his stomach. A reviewer asked him what his parents thought about his act: "I told Mom a while ago that I was **a fire-eater,** and it got her upset so I haven't told her much more. My dad's just happy I'm successful doing something." (Anything.)

And finally, this quote from Will Rogers: "There's two theories about arguing with women—neither one works." And remember, **never kick a cow chip** on a hot day. Later.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 331 • JANUARY 2001

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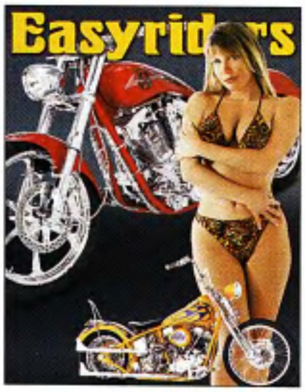

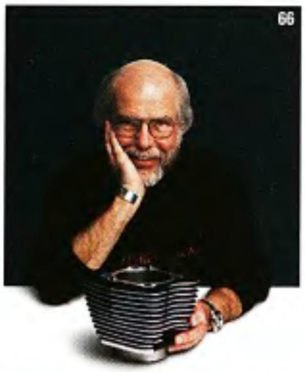

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Cover photos: Jim Nasi custom by Paul Martinez; Gisela on Paul Bonant's 1950 panhead chopper by Jan Hagglund. Special effects imaging by Daniel Ferguson.

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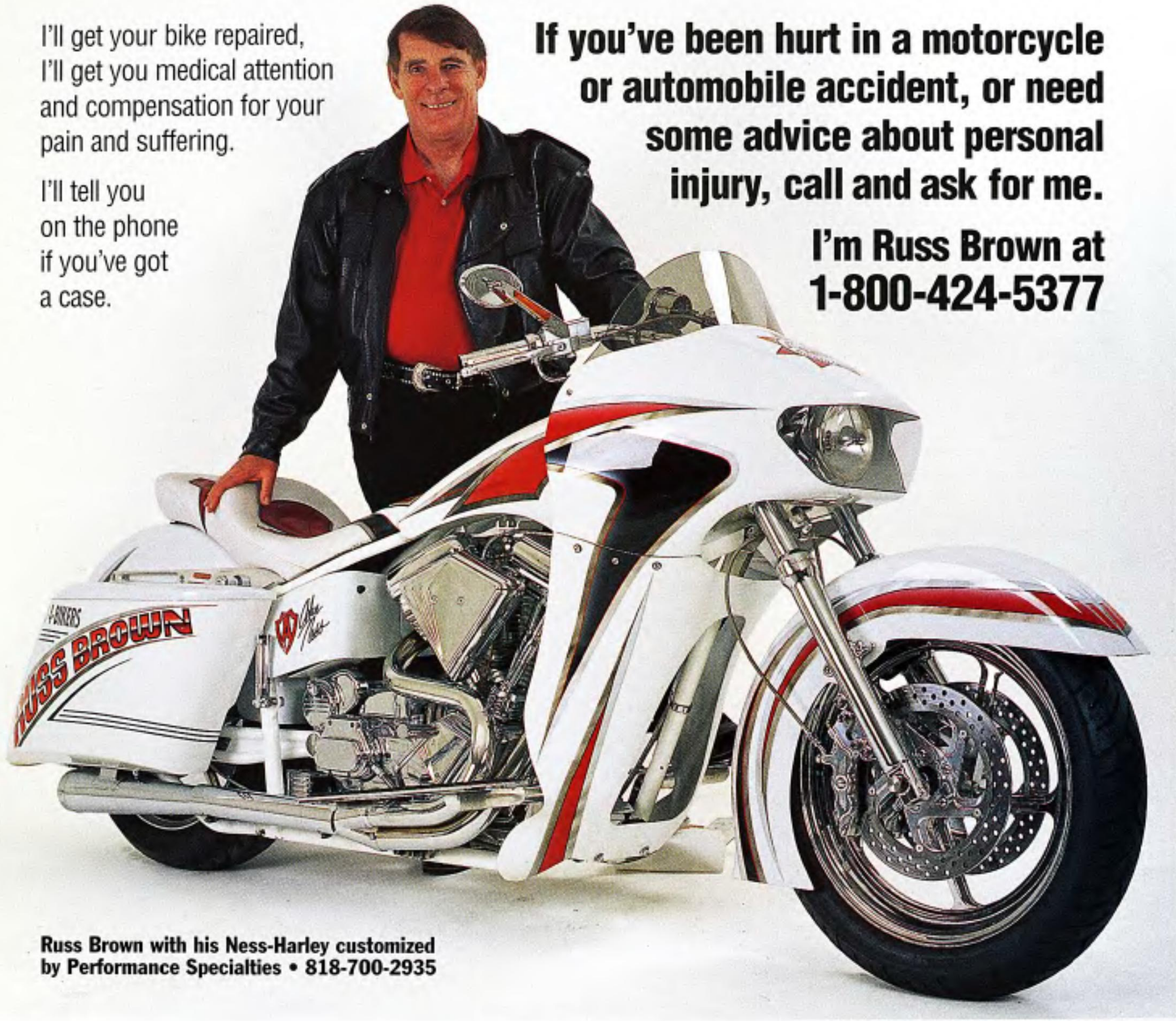

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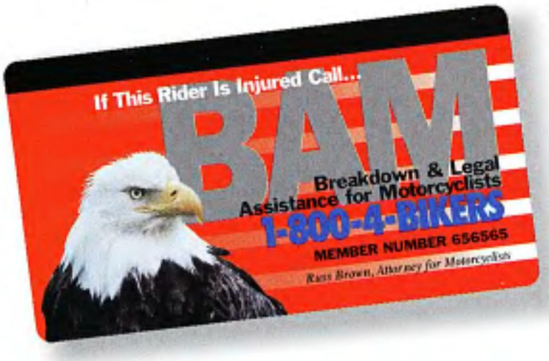

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WordMonger

Some Comments

I've been wondering why no one like Pat Kennedy or Jesse James has manufactured a full-suspension 230 chopper . Are you aware of any future plans? A 230 ST with a 10-inch stretch, 43-degree rake, and a 20-over front end would be a killer bike. Jesse James built a 12 over 230, but it was a hardtail.

Second, concerning the aftermarket motors that everyone's crazy about, the W3 three-cylinder was simply the ugliest damned thing I've ever seen. If this is what the future holds for aftermarket motors, then I'll keep my distance. These aftermarket motors aren't Harleys and don't belong in a magazine that was once dedicated to true Harleys cover-to-cover. However the tech tips and articles are still quality, and there's usually at least one kick-ass scoot in every issue. So thanks for that much anyway.

Jim Lowans
Chambersburg, Pennsylvania

Thank the gods that we are still worthy of your praise, oh great one. Jesse James and Pat Kennedy will happily make you such a frame; you can also special order such a thing from Daytec or Mid-USA.

His Lucky Day

Most of the time when I write, I'm just mad or bitching about something. Well, this time it's different.

My wife and I just moved to Carbondale, Illinois. One Saturday we rode up to Mt. Vernon to Dale's Harley-Davidson Shop. After looking around for a while we were ready to move on.

Most of life's great moments happen from luck. And so it was this day. I happened to notice an old Flathead Hillclimber sitting by the building at the back of the shop. I told my wife I wanted to take a look at it. As we stood there, I could see more old bikes sitting in a shop. It was dark inside, and I thought it was just used for storage when a couple of bros came walking out. So we walked in, not sure if it was a shop or storage.

What we found is every biker's dream. We found a museum of vintage bikes and all kinds of collectibles. In this old building with dim lights were more vintage bikes and items than I'd ever seen at one location or museum anywhere. (I might point out that I travel a lot.) This place was unbelievable. I could have lived there for days, but the wife had other plans. Not that she rules or anything.

While my mind was still in a daze from drooling over the museum, I talked to the owner. He doesn't have just Harleys, but Indians, Excelsiors, Henderson, Aces, and Popes just to name a few. I lost count of the bikes in the shop ... bikes that you read about but you never think you'll ever get to see. And I almost walked right by and missed it. Some days you just get lucky and that was one of them. I'm going back in a week or two.

Best of all, it's free; he just asks for donations. Here's the phone: (618) 244-4118, or he has a Web site: www.wheelsthroughtime.com. My wife picked up a pamphlet. See, she's good to have along!

Big Lou
Carbondale, Illinois

Leave 'Em At Home

First, I'd like to say it was a lot of fun seein' all the bikes, smellin' the burned oil, and checkin' out all the fine ladies at Sturgis 2000.

But ... I'm a little upset about all the kids running around on the streets all night long. They need to stop minors from entering the streets after 8 p.m. It's supposed to be a huge adult party—not a stroller week.

If you want to party, leave the kids home.

Ed
Pine Junction, Colorado

A Graybeard Speaks

After reading the letter from Jimmy Ray and Laura Lee from Zebulon, N.C., in September's Wordmonger, I knew I needed to respond to your response.

I am at the age when I could be called a graybeard and have been a biker all my adult life. I do not believe Jimmy Ray was "sniveling." He was stating a fact. The fact is that as the years pass now, you get less and less help if you're stranded on the road. It used to be that most any biker would stop and help another, but it's just not so anymore.

T.C. "Indian" Parker
No. Little Rock, Arkansas

Then it's up to all of us who ride to change that by helping each other.

Reply To "Wants Info"

Regarding Mike Stone's "Wants Info" letter in the September issue, I've had the same poster since I was a kid and in the bottom left corner it says: "Poster based on publicity photograph from Motion Picture *Easy Rider* 1969, Columbia Picture Industries, Inc."

Kunkee
Seward, Nebraska

Raisin Pie For Jason

I'd like to give not just a slice, but a whole damned raisin pie to Jason in the October issue ("Building Choppers.")

Just when I thought the lifestyle was lost to push-button $40,000 trailer bikes—built by someone else for a doctor, lawyer, or stockbroker to ride up and down the strip at a run, then trailer it out behind his Mercedes SUV—along comes a bike that does this old scooter tramp's heart good.

I built my chopper when I was 17—28 years ago—and I'm still puttin' her around today. She's a '48 Panhead in a '36 straight leg, 10 inches over with apes.

Jason, you and your bros make old-time tramps proud. So keep on keepin' on and smoke 'em till the wheels fall off and the hubs rub.

Neil D.
Florence, Arizona

Short & Sweet

Give us more scooters and hooters!

Gordo
Tehachapi, California

Not Just "For Men Only"

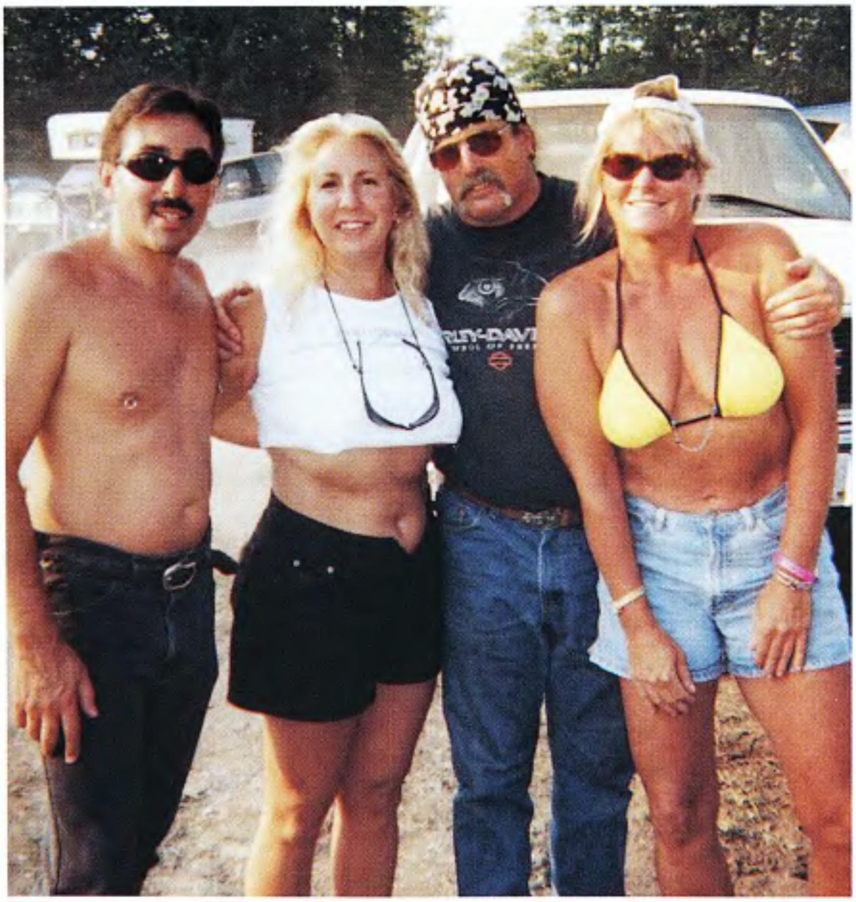
My boyfriend and I just subscribed to *Easyriders* and received our first issue. Made my day a happy one! I've read your magazine for more than 20 years and love reading the articles and enjoy seeing all the photos. It's great.

So why am I writing? I still notice after all these years that the cover says "World's Largest-Selling Motorcycle Magazine For Men." I want you to know that this magazine is not just for you men. We women would like this statement changed to include us.

Here is a photo of friends and me at the Harley Rendezvous 2000 in Mariaville, New York. I'm the tanned beauty in the yellow on the far right.

Jude Paul
Freeville, N.Y.

The reason it says "for men" is to let newsstands and buyers know that we are a men's magazine (as in, there's naked chicks in here). We appreciate all the women out there who read and enjoy Easyriders.



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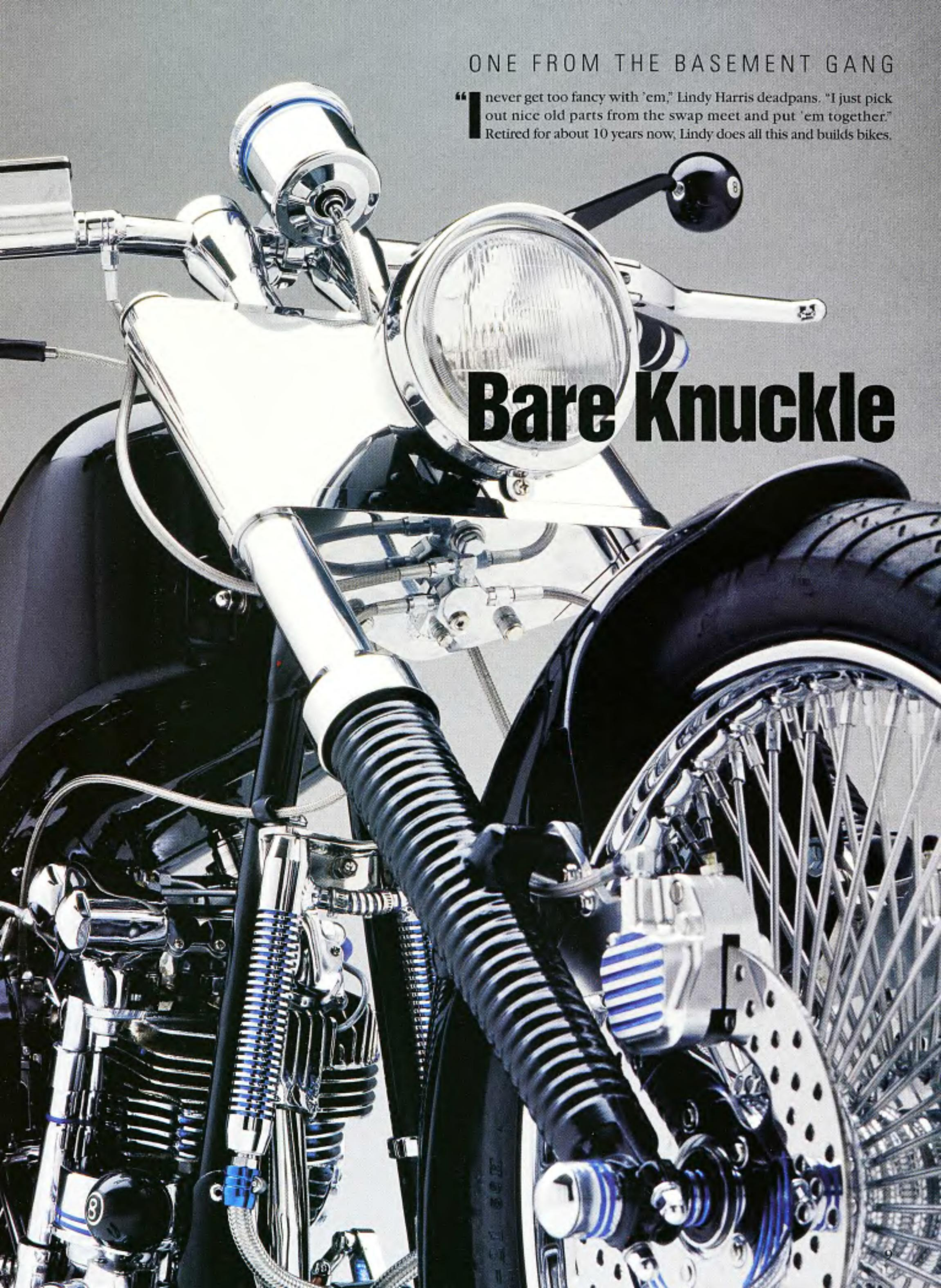
ONE FROM THE BASEMENT GANG

"I never get too fancy with 'em," Lindy Harris deadpans. "I just pick out nice old parts from the swap meet and put 'em together." Retired for about 10 years now, Lindy does all this and builds bikes.

Bare Knuckle



He builds bikes like this one, in a basement workshop where he and his buddies gather to do the deed. On average, they'll roll out a bike a year. It's all a hobby, too, one that, in Lindy's case, is 40-some years old. "Choppers keep me young and feelin' good," the 68-year-old says, laughing.

No surprise from a veteran like this, Lindy's bikes are usually rigids, too. "Seems like these are the kind of bikes that will always be around," he says. No question, for a tough-as-nails street custom, a rigid's a great platform. Especially when the approach is low-key and low-budget. This bike? It's almost embarrassing to put a dollar amount to its construction, but let's just say that most customs have paint jobs that cost more than the total amount spent here.

Lindy lucked into the '38 EL motor that kicked this one off, literally. Stored in a box under a workbench for four decades or so, Lindy sweet talked the original owner's widow into a sale. When he tore it down for a routine rebuild he found the Knuckle "about brand-new inside!" The '57 straight-leg frame now holding that classic twin is a swap meet find, as is the '68 transmission, and the bobbed rear fender. That was a $10 piece, by the way. Another 10 bucks bought the tricky, milled fork sliders. A scroungy pair most everyone else walked past, Lindy brought them home, blasted them clean, welded on fender tabs, and black powdercoated them. And that's pretty much the story on this whole ride; what isn't a recycled swap meet find is something handcrafted down in the basement by Lindy and the boys.

Both of Lindy's sons-in-law, Tom Shuster and Tim Maley, pitched in on this '38. So did "Kid" Lybarker, an enthusiastic and eager-to-learn 24-year-old from the neighborhood. Gary Snitzer handled all the welding, Stiney took care of the hard mechanical work, Doug Darr made everything shiny, and Gary Burdine kept everyone on track. With this crowd around every day, Lindy's

wife, Karen, must have a heart of gold and patience to match. Hey, when she comes home from her teaching job she's lucky to find a parking spot in her own driveway! "She'll snarl once in a while," Lindy says, "but she doesn't bite."

The basement shop that produced this bike is nothing special; a single drill press is the biggest machine tool. "I do most everything by hand," says Lindy. Like those candy-blue accents that are all over the bike ... Lindy cut the openings with his Dremel tool and backed them with plain old screen-door material. Ditto with the tidy sheetmetal up around the fork trees; it's a piece of stainless, Lindy-bent to shape and polished to shine.

Details like that are everywhere. Check out the eight-ball mirrors, and look at the .38 caliber shells set into the riser heads (a clever tie-in with the '38 EL motor). Look at the chain guard, the primary cover, the coil cover, the horn, and the chin spoiler. Pretty cool what a Dremel moto-tool and some screen door mesh will do!

"And anybody can do this," Lindy says. Right. Anybody who has an eye like Lindy Harris, and an imagination to match.

—Joe Kress

Owner: Lindy Harris
City: Shelby, Ohio

General

Fabrication: owner
Year/make: 1938 Harley-Davidson
Model: EL
Assembly: Tom Schuster/owner
Chroming: Graves Plating Co.

Engine

Year/model: 1938 Knucklehead EL
Rebuilder: owner
Ignition: points
Displacement: 61 cubic inches
Lower end: H-D
Balancing: Chris Thomas
Pistons: factory
Cases: H-D
Heads: H-D
Cam: Andrews
Lifters: stock
Carb: S&S
Air cleaner: S&S
Pipes: Paughco

Transmission

Year: 1968
Modifications: none

Paint

Molding: Browne Franklin
Painter: Franklin Body
Color/type: black/lacquer
Special paint: you bet!

Frame

Year: 1957
Builder: Harley-Davidson
Type: straight-leg rigid
Modifications: 38-degree rake, molded

Accessories

Bars: K&N
Risers: 4-inch
Handlebar controls: GMR
Fender(s): H-D, modified
Headlight: Midwest Motorcycle Supply
Taillight: catseye
Speedo: Midwest
Pegs: Chrome Horse
Foot controls: Chrome Horse
Electrics: just what's needed
Gas tank: H-D XL, lowered
Oil tank: Paughco
Oil system: S&S
Primary cover: Midwest
Seat: Country View Upholstery
Mirrors: Midwest
Grips: Midwest

Forks

Type: wide glide
Extension: 2-inch
Builder: H-D
Modifications: ball-milled sliders

Wheels

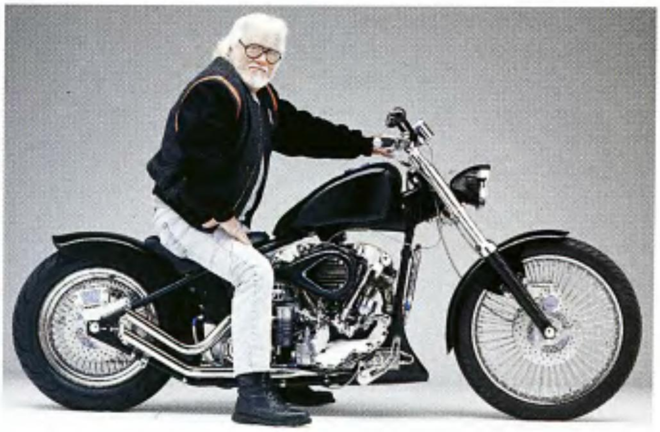
Front

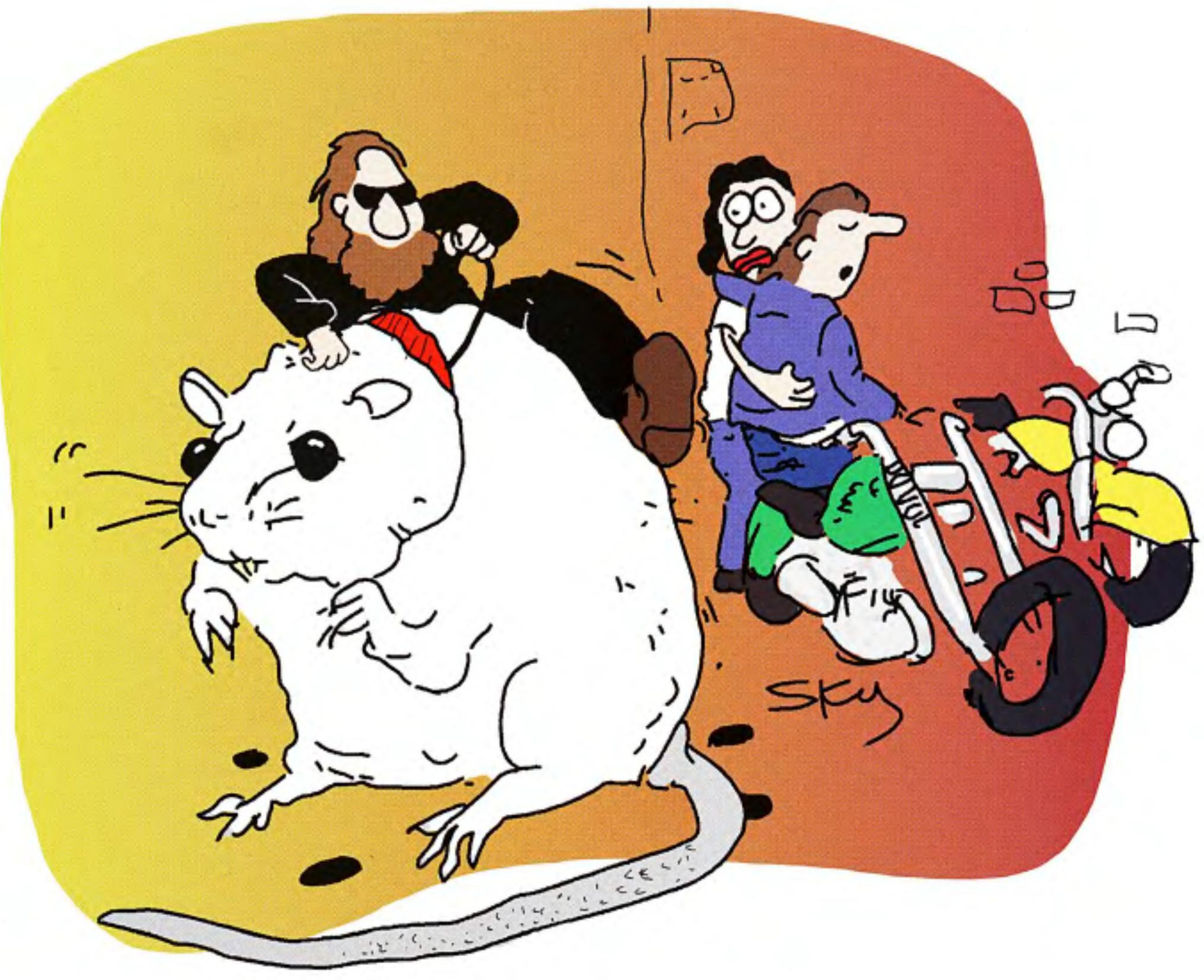
Type: Hallcraft's spoked
Size: 21-inch
Rim width: 1.75-inch
Tire: Maxxis
Brake: GMR

Rear

Type: Hallcraft's spoked
Size: 16-inch
Rim width: 3-inch
Tire: Maxxis
Brake: GMR

Photos: Michael Lichter





"So? A lot of bikers ride rats!"

E A S Y R I D E R S   I N   2 0 0 1   A N D   B E Y O N D

30 YEARS OF RIDIN' EASY

Well, brothers and sisters, we made it to the year 2001 and so far, no mysterious, dark monoliths have appeared to alter human consciousness (unless you count Al Gore). 2001 also marks the 30th year that our li'l company has been in business and we've got a lot planned for the biker world this year. Besides servin' up the best bikes and babes in the known universe as *Easyriders* always has, we've got a few special treats and surprises comin' your way.

Lookin' at the big picture, the world of custom motorcycles has come full circle. Back in the '70s we showed off the wildest choppers known to man. The '80s (known as the "me" generation) brought us high-dollar scoots and a harder-edged biker lifestyle. The '90s (the decade of billet) brought an explosion of aftermarket goodies and a kinder, gentler rider. Ahh, but the 21st century is a whole new ball game. We're going back to the future—or forward into the past—to see Easter egg-colored Softails loaded down with billet make way for bare-bones choppers featuring handmade parts that start from the frame on up.

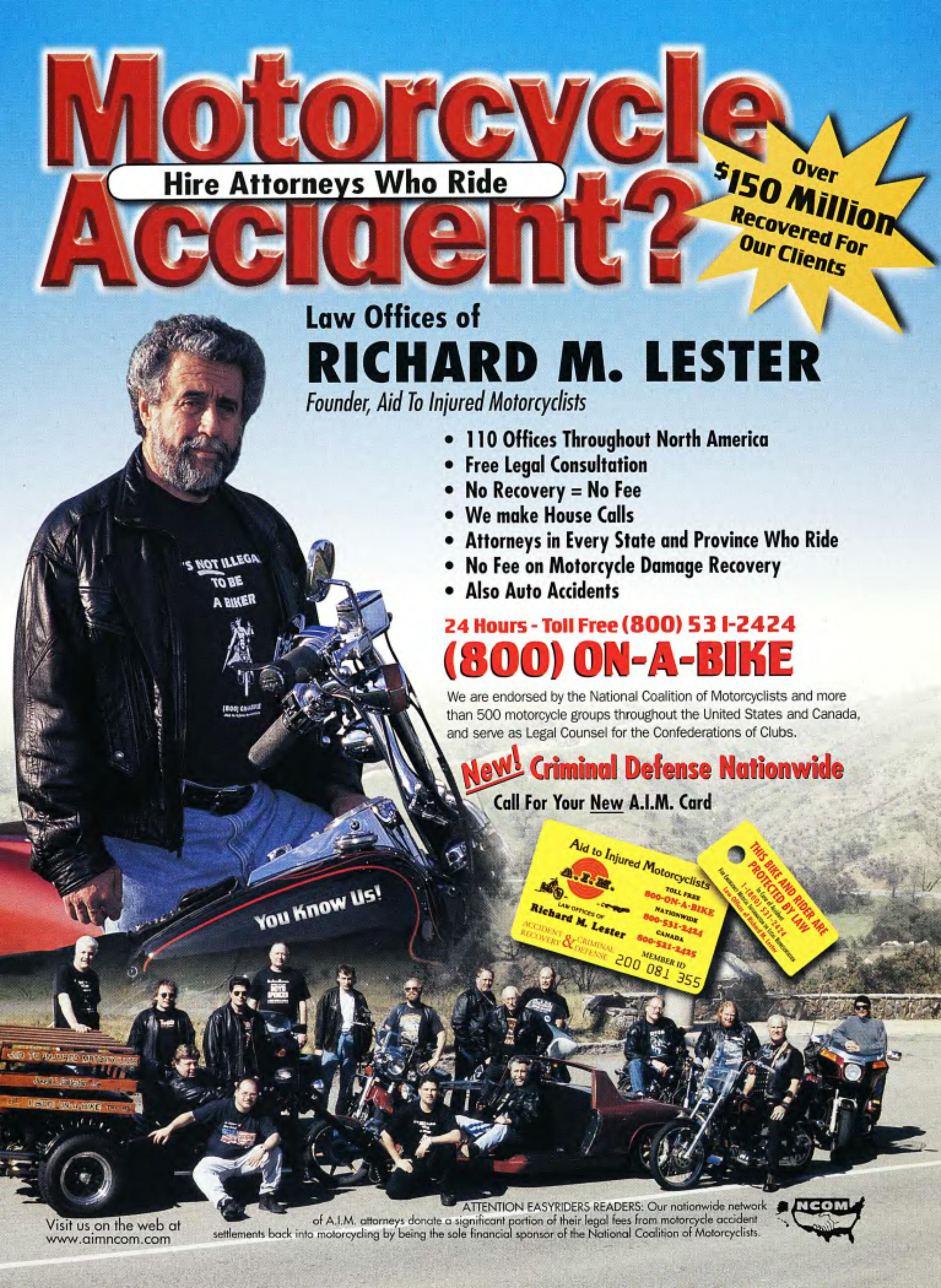
While the Twin Cam motor is the engine of choice for this decade, we'll also see a resurgence of Knuckleheads, Panheads, and even Shovelheads shoehorned into rigid frames sporting wild springer and girder front ends. Yep, choppers are back and *Easyriders* will bring you the best of the best.

In 2001 *Easyriders* will keep you on top of all the latest scooter trends as well as bring you great motorcycle rodeos, bike shows, mind-melting events coverage, and a lot more. Every issue of *Easyriders* will put a smile on yer mug with outrageous humor, hot scoots, and hotter honeys. This year we'll ask master builder Jesse James to create a hand-built rigid barhopper for under 10 grand—just to prove that it can still be done. And the gigantic 30th Anniversary 195-page June issue of *Easyriders* will offer the best of the '70s, '80s and '90s wrapping up how the biker lifestyle has evolved in the last 30 amazing years all in one mind-blowing package! We'll even unveil a special 30th Anniversary Denver's Chopper to celebrate 30 years of ridin' easy with you. It's time to crack a cold one and toast the long strange trip known as *Easyriders*; we're mighty glad you're along for the ride.

—Phantom Dave

Customs are comin' full circle: Special *Easyriders* wide body rigid by CMC/Indian Motorcycle Company

Engine:
88-cubic-inch S&S motor
Electrics:
Accel
Tranny:
Andrews 5-speed
Primary drive:
Primo
Frame:
CMC swingarm rigid,
38-degree rake,
2-inch stretch
Seat:
Corbin
Wheels:
Ego Tripp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PISSED OFF PISTONS

JIMS and Arias have teamed up to create the ultimate H-D performance pistons. Both companies develop their products around pretty extreme racing, so you can bet these pups are built to be bulletproof. And they're manufactured on precise CNC machining centers for the highest quality imaginable. Call JIMS at (805) 482-6913 or hit the Internet at www.jimsusa.com.

HEY DIPSTICK!

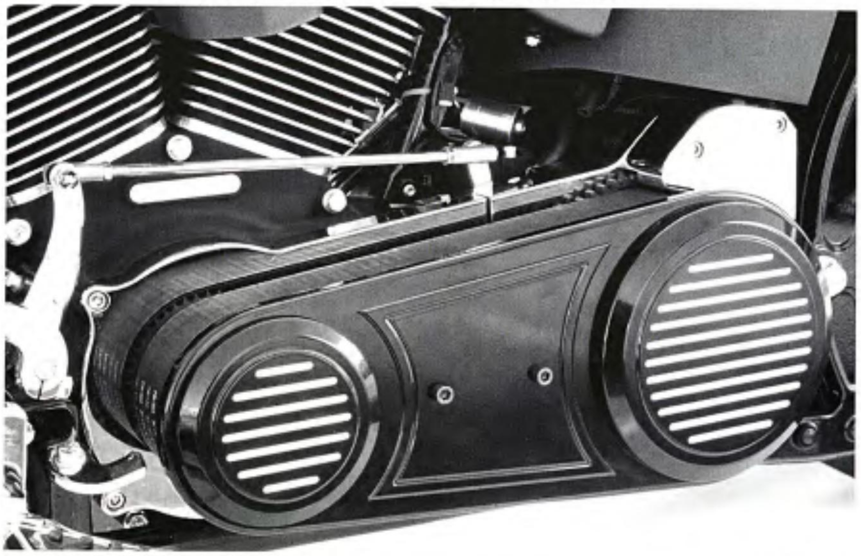
Check out this new Oil Temperature Dipstick with lighted LCD readout from the folks at Harley-Davidson. The read-out is push-button operated and measures oil temp to within one degree of the operating temperature. Available for Twin Cam and Evo FLHT, FLHR, and FLTR models as well as late model Dynas. Get one at your friendly neighborhood H-D dealer. To find one near you call (800) 443-2153 or visit www.harley-davidson.com.

LIGHT UP THE NIGHT

RM Racing makes these nifty billet headlight frame kits for Harley Road Glides. The mirror-polished chrome frame houses two 5 3/4-inch round headlights to provide more light where you need it, and it looks good, too. Now you can customize your Road Glide with such options as Tri-Bar lenses or Xenon/HID lighting. For more info call (480) 483-2444 or check out RM's Web site: www.rmhid.com.

SHOW OFF

Here's yet another reason to run a 3-inch open Primo Belt Drive. This new billet-aluminum belt guard covers both pulleys and then some and looks mighty fine doin' it. Helps keep squirrels and other road vermin from leaping into your running drive side too. Comes plain or ball-milled in show chrome or powdercoated black. Installs in just about two beers. See your local dealer or call (562) 907-2600.



A BORN BADASS

Somebody shrunk your scoot? Naw, it's just a Little BadAss. What rugrat and future scooter tramp wouldn't want one of these cool li'l choppers? Little BadAss Motorcycles of Rohnert Park, California, makes these mini barn stormers that feature a 3.5hp four-stroke engine, variable speed automatic belt drive, hand TIG-welded frame, rear drum brake, and a whole bunch more. Seat height is just 16 inches and dry weight is 150 pounds. For info call (707) 795-9110 or visit 'em online: www.littlebadass.com.

A first from award-winning fantasy artist Michael Whelan.

DRAGONFIRE

Individually numbered by hand.

Sculpture shown actual size of approximately 5½" (13.97 cm) in height.

A spectacular Limited Edition sculpture showcased within a radiant dome.

He rises from the mists like a nightmare. The most mystical creature of the imagination, captured in the *first ever* fine art miniature by fantasy artist Michael Whelan, winner of eleven Hugo Awards and three World Fantasy Awards. Crafted in hand-painted Tesori® porcelain, a blend of powdered porcelain and resins that holds every detail. The sparkling orb brilliantly polished. All resting beneath a radiant dome.

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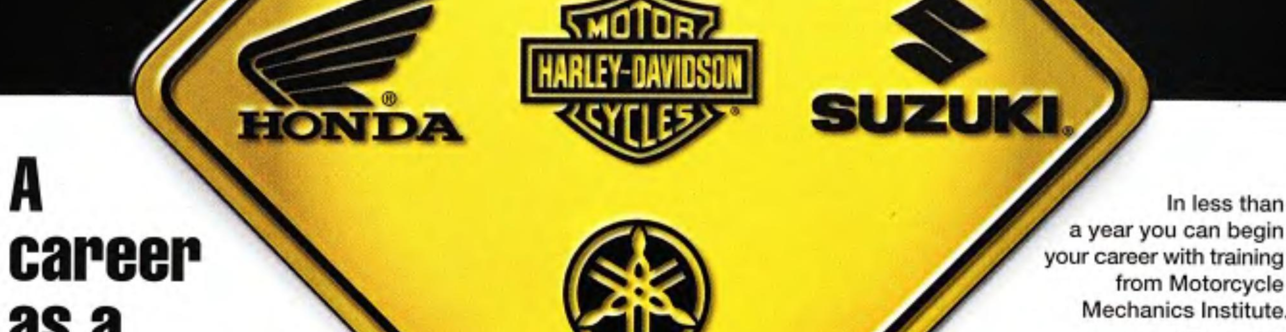

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LONG BIKES FOR THE LONG HAUL

THE KENNEDY WAY

There are a lot of people out there who build custom bikes these days. Most pick a frame, motor, tranny, belt drive and assorted fenders, tanks, and stuff right out of catalogs and then just wrench 'em together. Old-timers know that the only way to make a chopper come to roarin' life is to build it yourself, and a few proud individuals still build 'em the old school way ... with pride, quality, and a ton of heart. This is the story of such a man.

Pat Kennedy has been riding and building choppers since he was old enough to shave, and for the past seven years has owned and operated Pat Kennedy's Custom Cycles outta Tombstone, Arizona. Why Tombstone? It's the land of the outlaw, where a man can still stand his ground, breathe free air, and live life on his own terms. Sound good? It is.

Pat and his lovely wife, Brook, build four or five custom scoots a year from their place and each one is a one-off wonder of truly handmade parts. These are bikes built to fit their owners—one of a kind. Take the classic Kennedy chopper pictured here.

Pat knows the look he wants, the look he's known for. He builds long bikes that take no prisoners. He starts by building the frame by hand, just like the forgotten craftsmen who hand-built guns to fit their owners in the lawless west. He bends and welds hightech chrome-moly into a Softail-style design with 43 degrees of rake and 10 inches over stock stretch. He also hand made the Springer front end, which is 20 inches over with an adjustable rake.

Take a look at the bike chart for this flawless chopper and you'll see Pat's name beside many of the parts. You can bet they didn't come out of a box; they're all created from a thought and then a drawing, to hand-hewn metal by a master craftsman. Built to last ... built to ride. The few pieces that Pat didn't fabricate are top-notch parts made by the best in the business; the S&S 107-cubic-inch motor spits fire into this metal dragon while a Weber carb blends the fuel mixture and a Karata belt drive gets the massive power back to a meaty 230 Avon hunk of rubber. One of Kennedy's trademarks are the 120-spoke wheels that are hand-assembled by Brook.

Pat handled the basic paint and clear coat while special artwork and graphic chores went to Darrell Pinney of X-Caliber Paint, who is known for his award-winning artistry. The minimalistic seat is by Keith's Upholstery in Florida. At the end of six months of loving labor, this stylish ride was ready to blast through the desert and make its rider a living legend.

Why does Pat Kennedy bother to build bikes this way? Simple—it's how the West was won.

—Phantom

Owner: ......Pat Kennedy's Custom Cycles
City: ....Tombstone, Arizona

General
Fabrication: ....Pat Kennedy
Year/make: ....2000 Pat Kennedy
Model: ....Pat Kennedy Chopper
Assembly: ....Pat Kennedy
Chroming: ....Royal Plating

Engine
Year/model: ....2000 S&S
Rebuilder: ....Pat Kennedy
Ignition: ....Dyna
Displacement:......107 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S
Cam: ....S&S
Lifters: ....S&S
Carb: ....downdraft Weber
Air cleaner: ....Pat Kennedy
Pipes: ....Pat Kennedy

Transmission
Year: ....1999 JIMS
Shifting: ..controls by Pat Kennedy
Modifications: ....polished cases

Paint
Molding: ....Pat Kennedy
Painter: ....Darrell Pinney, X-Calibur
Color/type: ....orange, red/PPG
Special paint: .... Darrell's best

Frame
Year: 2000
Type:......chrome-moly, Softail-type
Builder: ....Pat Kennedy
Modifications:........43-degree rake, 10-inch stretch, all hand-built

Accessories
Bars: ....Pat Kennedy
Risers: ....Pat Kennedy
Fenders: ....Pat Kennedy
Headlight: ....Pat Kennedy
Taillight: ....Pat Kennedy
Pegs: ....Pat Kennedy
Electrics: ....Pat Kennedy
Gas tank: ....Pat Kennedy
Oil tank: ....Pat Kennedy
Oil system: ....S&S
Belt cover: ..stainless, Pat Kennedy
Seat: ....Keith's Upholstery
Mirrors: ....Pat Kennedy
Grips: ....Pat Kennedy

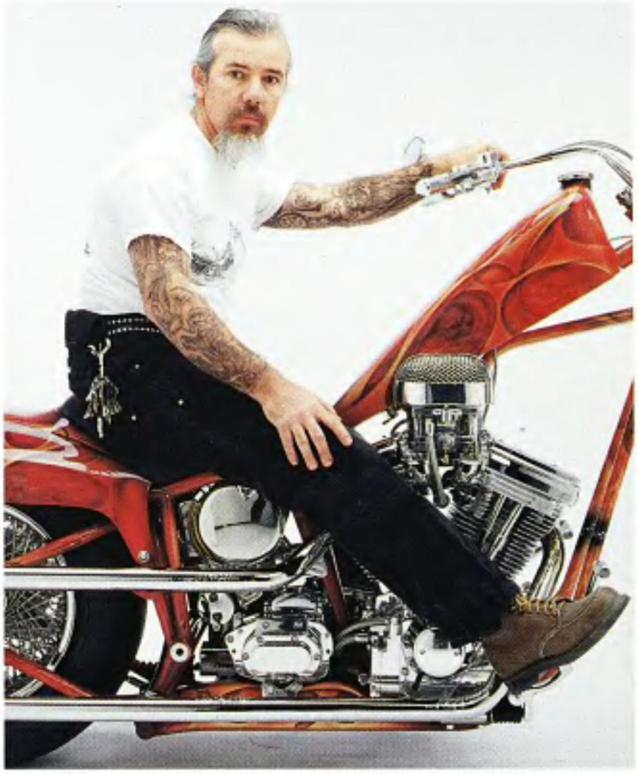
Forks
Type: ....Springer
Builder: ....Pat Kennedy
Modifications: ....20-over, adjustable rake

Wheels

Front
Type:........Pat Kennedy, 120-spoke
Size: 21-inch
Rim width: ....2.15 inches
Tire: ....Avon
Brake: ....Performance Machine

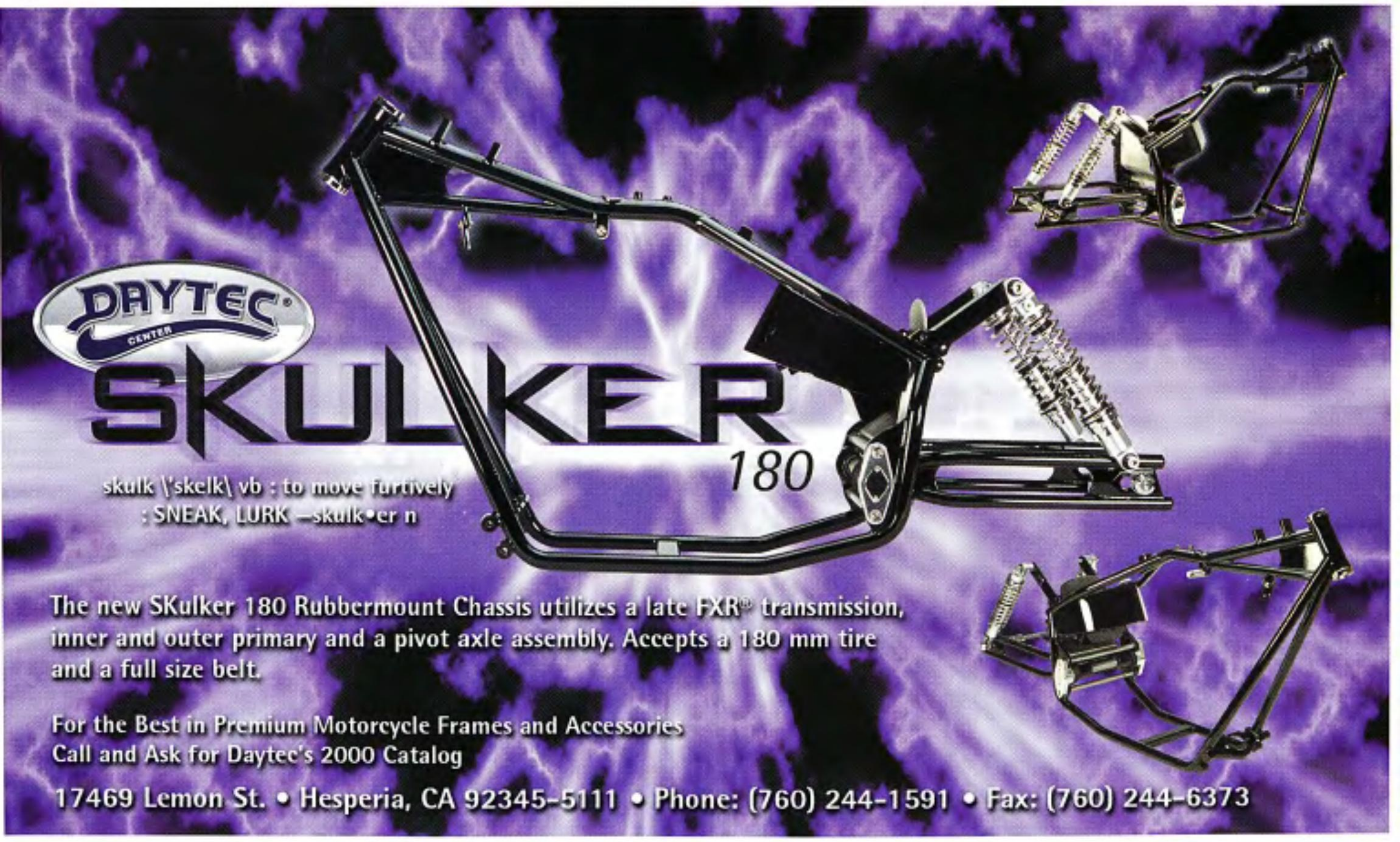
Rear
Type:........Pat Kennedy, 120-spoke
Size: 16-inch
Rim width: ....6.5 inches
Tire: ....230 Avon
Brake: ....GMA

Photos: ....PM Photographic



Thought for the day:
Seen it all. Done it all. Can't remember most of it.

Twix Bar
The Candy Aisle



Happenings

ALABAMA
ABATE of Alabama
Info: (888) 800-2812

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 566-3332
Kenai Peninsula Chapter
Info: (907) 776-8148
Tanana Valley Chapter
Info: (907) 457-3246

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

Salvation Army
Food Run
Date: Dec. 3
Info: (520) 881-9706

Bashful Bandit's
Pot Luck
Date: Dec. 17
Info: (520) 881-9706

ARKANSAS
ABATE of Arkansas
Info: (501) 888-5893

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4727

Santa Barbara Toy Run
Date: Dec. 3
Info: (805) 965-0251

27th Annual MMA Los Angeles Toy Run
Date: Dec. 3
Place: meet at Griffith Park Merry-go-round at 9 a.m.; leave for LA Coliseum at 10:30 a.m.
Info: (661) 297-6643

LA Skid Row Toy Ride
Date: Dec. 10
Place: starts at Glendale H-D at 9 a.m.
Info: (818) 246-5618 or (800) 866-6601

Motorcycle Swap Meet/Used Bikes Corral
Date: Dec. 10
Place: Ventura Fairgrounds
Info: (805) 650-6777

COLORADO
ABATE of Colorado
Info: (303) 659-6374

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: www.dol.net/~abate-of-de/

FLORIDA
ABATE of Florida
Info: (904) 943-9610

VNEFCOM Toy Run & Run for the Pediatric AIDS Foundation
Date: Dec. 2
Info: (904) 387-4163

Delta Chapter/Vietnam Vets MC Toy Run
Date: Dec. 10
Place: St. Petersburg.
Info: (813) 985-9047 or (727) 527-0462

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

ABATE Dist. 13 Christmas Parade
Date: Dec. 2
Place: Ashburn
Info: (404) 294-8900

ABATE District 11/ Wingmen MC Toy Run
Date: Dec. 2
Info: (404) 294-8900

ICMS/ABATE District 9 Toy Run
Date: Dec. 3
Info: (404) 294-8900

Hartmans T/F Cycles Toy Run
Date: Dec. 3
Place: Canton
Info: (770) 479-8254

ABATE District 8 Toy Run
Date: Dec. 16
Info: (404) 294-8900

ABATE District 12 Toy Run
Date: Dec. 16
Info: (404) 294-8900

HAWAII
Street Bikers United
Info: (808) 842-5530

IDAHO
ABATE of Northern Idaho
Info: (208) 245-2320

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283
ron Sleds Christmas Party
Date: Dec. 9
Info: (800) 872-2283

INDIANA
ABATE of Indiana
Info: (800) 23-ABATE

Region 13 ABATE Toy Run
Date: Dec. 2
Info: (317) 422-8040

Fulton County ABATE Toy Run
Date: Dec. 3
Info: (317) 422-8040

Warrick County ABATE Toy Run
Date: Dec. 3
Info: (317) 422-8040

St. Joseph County ABATE Toy Run
Date: Dec. 17
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

KANSAS
ABATE of Kansas
Info: (800) 657-5763

ABATE District 15 Toy Run & Chili Feed
Date: Dec. 2
Info: (785) 597-5140

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

Vietnam Vets MC Christmas Party
Date: Dec. 2
Place: at the Wilmore Veterans Home
Info: (502) 223-5806

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

ABATE Cajun Chapter Toys for Tots Run
Date: Dec. 2
Place: Lafayette
Info: (800) 393-5966

ABATE Toy Run
Date: Dec. 10
Place: New Orleans
Info: (800) 431-7231

MAINE
United Bikers of Maine
Info: (888) 229-9UBM

Guilford Christmas Party
Date: Dec. 9
Info: Joseph (207) 564-7969

MARYLAND
ABATE of Maryland
Info: (800) 843-0252

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1MMA

MICHIGAN
ABATE of Michigan
Info: (810) 949-7146

Reg. 7 Christmas Party
Date: Dec. 9
Info: Butch (517) 673-4743

Reg. 18 Christmas Party
Date: Dec. 9
Info: Tony (735) 242-5584

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 587-0695

River Cities Christmas Party
Date: Dec. 9
Place: Pearl St.Cellar
Info: (601) 442-2509

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

MONTANA
ABATE of Montana
Info: (406) 434-2473

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

ABATE NW Chapter Toy Run
Date: Dec. 2
Info: (775) 623-0822

Nevada County Food & Toy Run
Date: Dec. 9
Info: (530) 470-0697

Christmas For Kids Toy Run
Date: Dec. 12
Place: Elko
Info: (775) 738-6675

NEW HAMPSHIRE
N.H. Motorcyclists Rights Organization
Info: (603) 627-3528

NEW JERSEY
United ABATE of New Jersey
Info: (732) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

NEW YORK
ABATE of New York
Info: (716) 762-8461

NORTH CAROLINA
Concerned Bikers Association
Info: (910) 866-5434

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

ABATE Reg. 8 Christmas Party
Date: Dec. 9
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 936-RIDE

Central Oklahoma ABATE Toy Run
Date: Dec. 10
Info: (405) 936-7433

OREGON
ABATE of Oregon
Info: (503) 285-4329

Shriner's Toy Run
Date: Dec. 2
Info: (503) 771-0188

Salem Toy Run
Date: Dec. 10
Info: (503) 362-9136

ABATE South Coast Toy Run
Date: Dec. 17
Info: (541) 888-8081

PENNSYLVANIA
ABATE of Pennsylvania
Info: (717) 234-3777

RHODE ISLAND
R.I. Motorcycle Association
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC-ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 256-2188

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 907-0304

ABATE Upper Cumberland Toy Run
Date: Dec. 10
Info: (615) 907-0304

TEXAS
Texas ABATE Confederation
Info: (409) 849-0258
www.bdeweb.com/abate

TMRA II
Info: (800) 222-0913

UTAH
ABATE of Utah
Info: (801) 627-1117

VERMONT
Freedom of the Road Riders
Info: (802) 325-3507

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Virginia Coalition of Motorcyclists
Info: (800) 437-9434

WASHINGTON
ABATE of Washington
Info: (425) 643-9675

ABATE Tacoma Chapter Toy Run
Date: Dec. 9
Info: (425) 643-9675

ABATE North Kitsap Chapter Toy Run
Date: Dec. 9
Info: (360) 377-4350

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0983

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

WYOMING
Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

ABATE of Wyoming
Info: (307) 266-6522

Wyoming Coalition of Bikers
Info: (307) 687-0459

NATIONAL
American Motorcyclists Association (AMA)
Info: (614) 891-2425
www.ama-cycle.org

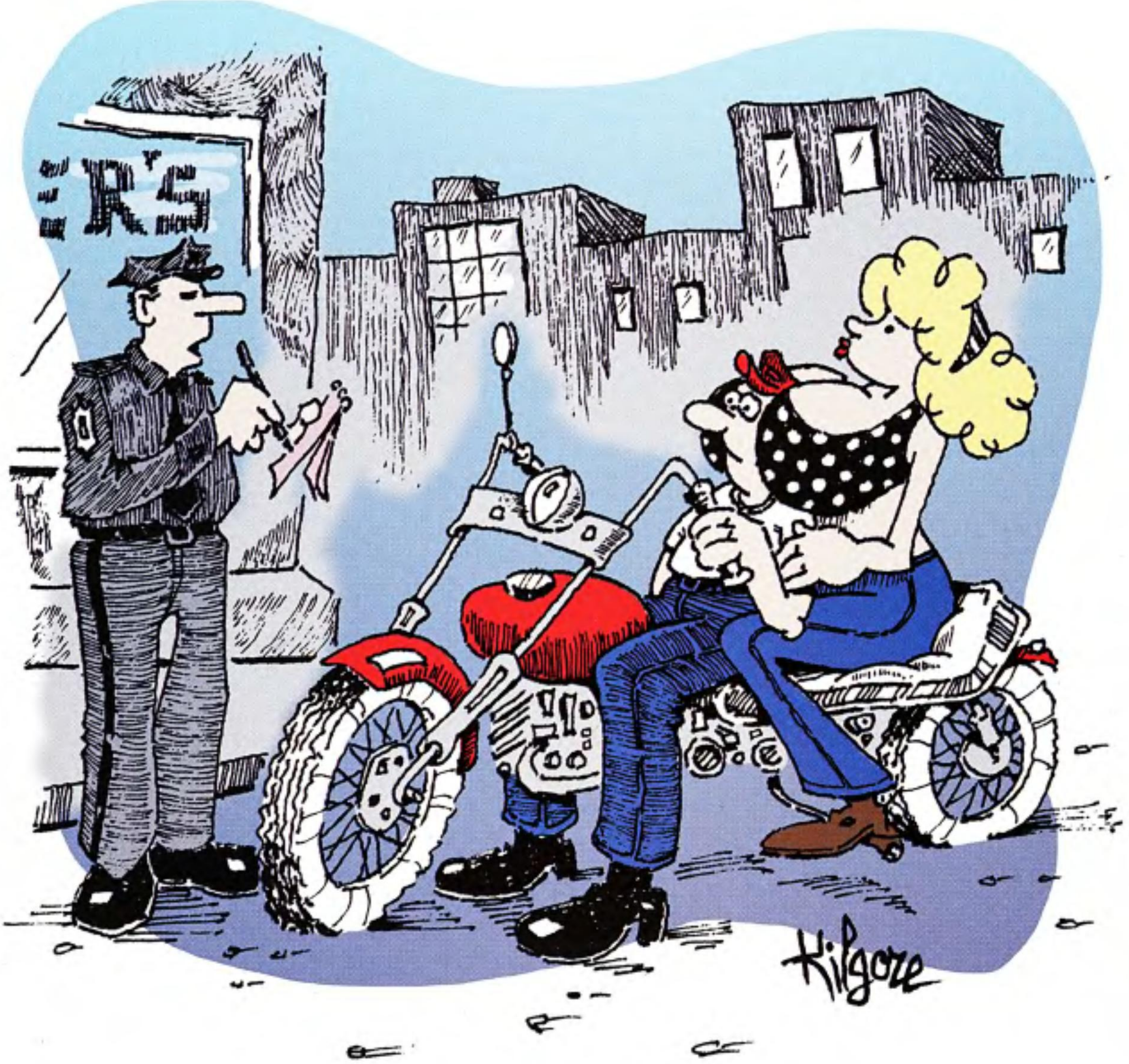
Motorcycle Riders Foundation (MRF)
Info: (202) 456-0983
www.mrf.com

National Coalition of Motorcyclists (NCOM)
Info: (800) 525-5355

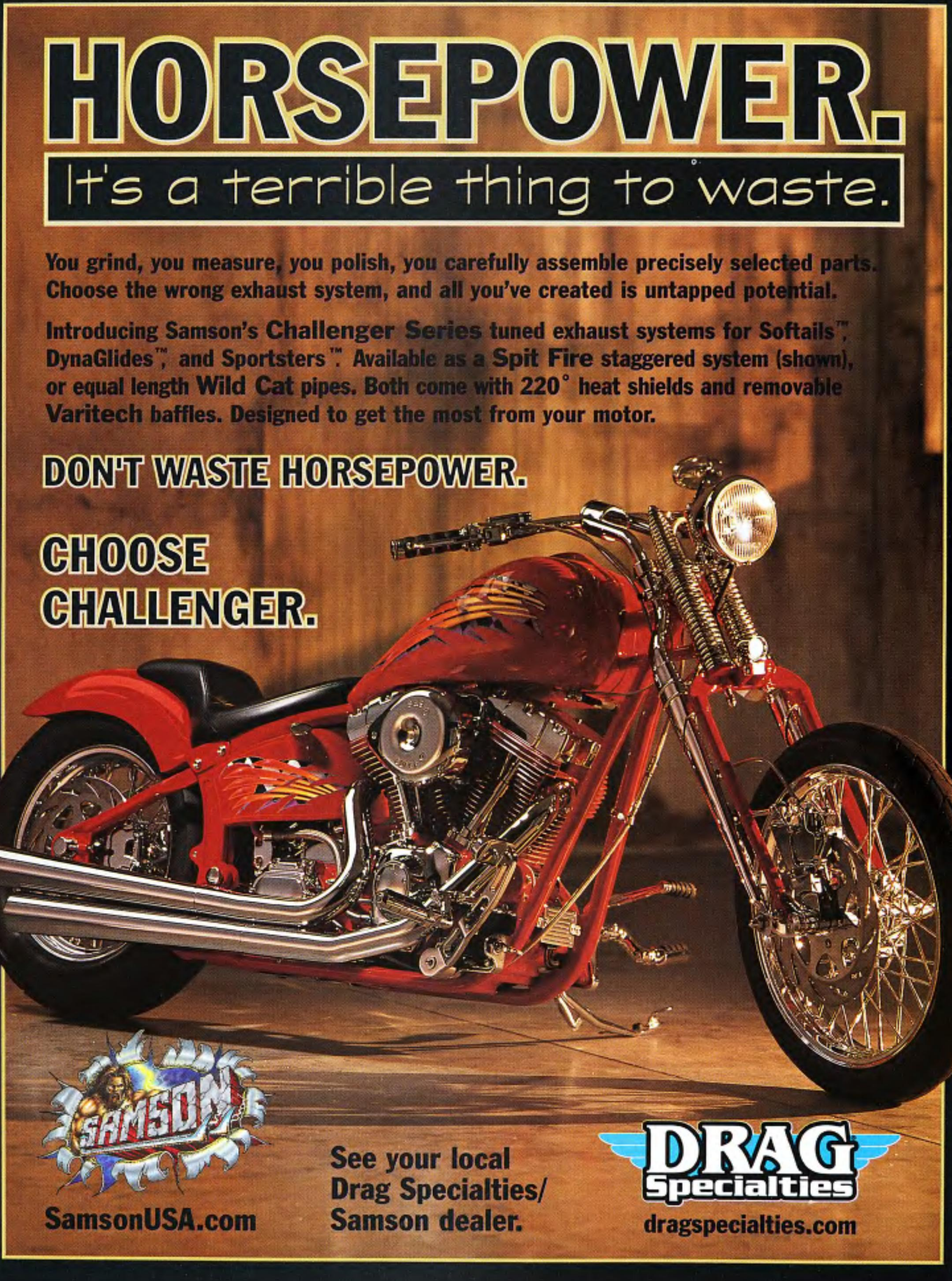
CANADA
British Columbia Coalition of Motorcyclists
Info: (604) 580-0111

EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

To have your event listed, get the info to us at least 3 months in advance. We're as accurate as possible, but dates can change after publication—so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214; www.easyriders.com



"I'm giving you a ticket for driving under the influence of her tits."



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Easyrider's Truck Hauling Toward Championship

First it was the Easyriders Streamliner leaving 'em in the dust with sizzlin' two-wheeled power, now on four smokin' wheels comes Billy Cash's Easyriders Chevy Silverado 1500. Cash and his 350-V8 Parts Pro Truck Series hauler are currently 300 points in the lead for the NASCAR-sanctioned National Championship. Owner/driver Cash, an Easyriders dealer in Columbus, Georgia (one of the top stores in motorcycle sales), says that even though this is his rookie year, he expects to take the trophy.

Billy's hopes are that the Parts Pro Truck Racing Series will, one day, be the steppingstone for his participation in the NASCAR Craftsman Truck Series.

Go for it, Billy! *—Road Dog*

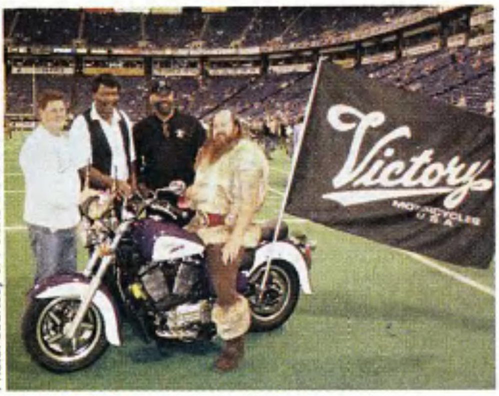


Photo: courtesy of Polaris Industries

sports desk

Viking Hordes Ride To Victory

Pictured here we see former Minnesota Viking greats Carl Eller and Jim Marshall, along with Vikings mascot Ragnar and Polaris Industries CEO Tom Tiller. All are celebrating Victory's new sponsorship of the Vikings before the season opener. As the official motorcycle of the Minnesota Vikings, a purple and gold Victory will lead the team onto the field at all home games this year.

for the cause

15th Annual New York Helmet Protest Run

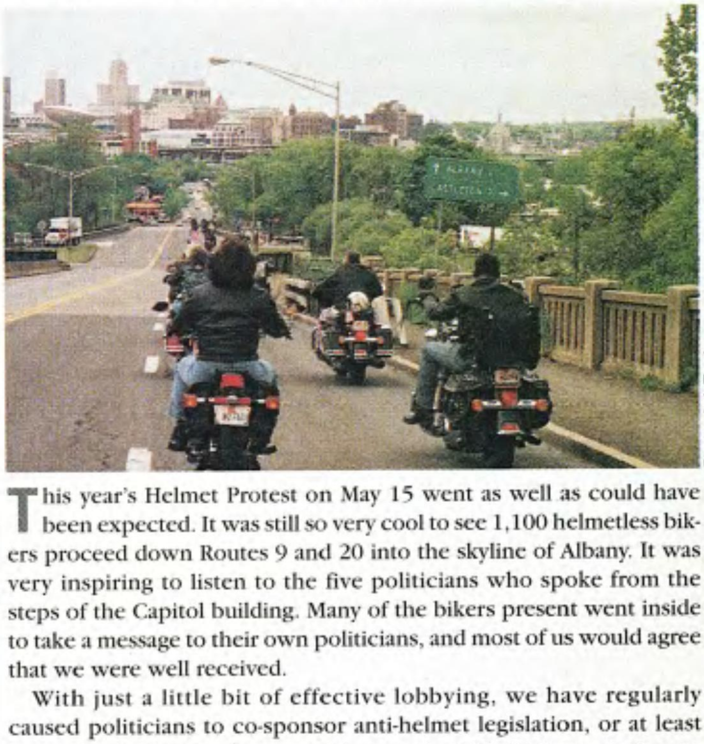


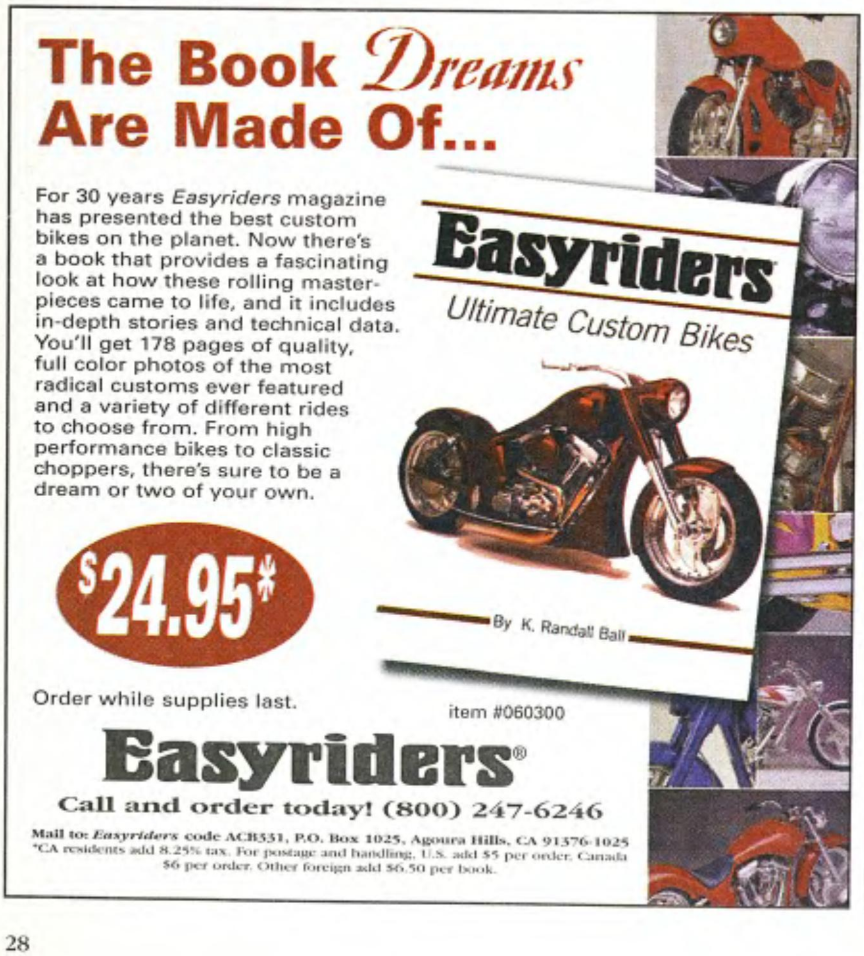
Photo: A.J. Travis

This year's Helmet Protest on May 15 went as well as could have been expected. It was still so very cool to see 1,100 helmetless bikers proceed down Routes 9 and 20 into the skyline of Albany. It was very inspiring to listen to the five politicians who spoke from the steps of the Capitol building. Many of the bikers present went inside to take a message to their own politicians, and most of us would agree that we were well received.

With just a little bit of effective lobbying, we have regularly caused politicians to co-sponsor anti-helmet legislation, or at least question their logic in opposition to the bill. This year's Senate version, introduced by Senator Johnson (R-Babylon) has a total of 13 sponsors. That's a pretty good start since many more than that may not be willing to sign on the bill, but will at least vote for it if it reaches the Senate floor.

Once we bring up the recent accident studies from both our government and several universities showing no difference between helmet-law states and free-choice states, and add in the greater potential for neck injuries that helmets cause, as well as the reduction to visibility and hearing that wearing a helmet causes, plus the false feeling of security that helmets may cause in novice riders, politicians often question their former beliefs. And that's all it takes to get politicians to not vote against us. A few more politicians on our side and we could repeal New York's helmet law. The one problem is that there are so many politicians out there and so few bikers doing something to help our cause. It's difficult to say that we speak for the bikers in this state when most of the bikers in New York haven't parted with the 20 bucks to at least become a member of ABATE. Join ABATE now!

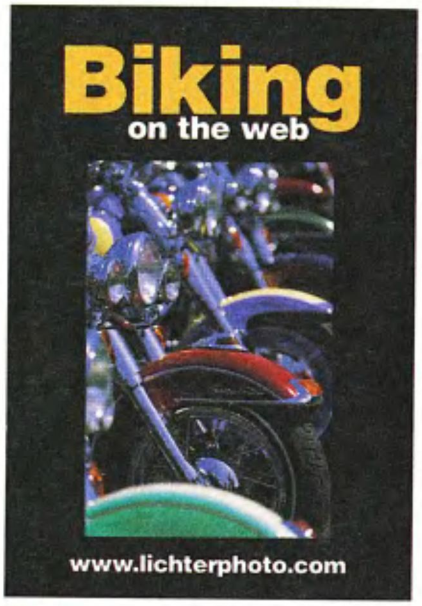
—A.J. Travis, ABATE of New York



biker lifestyle art

Own an original

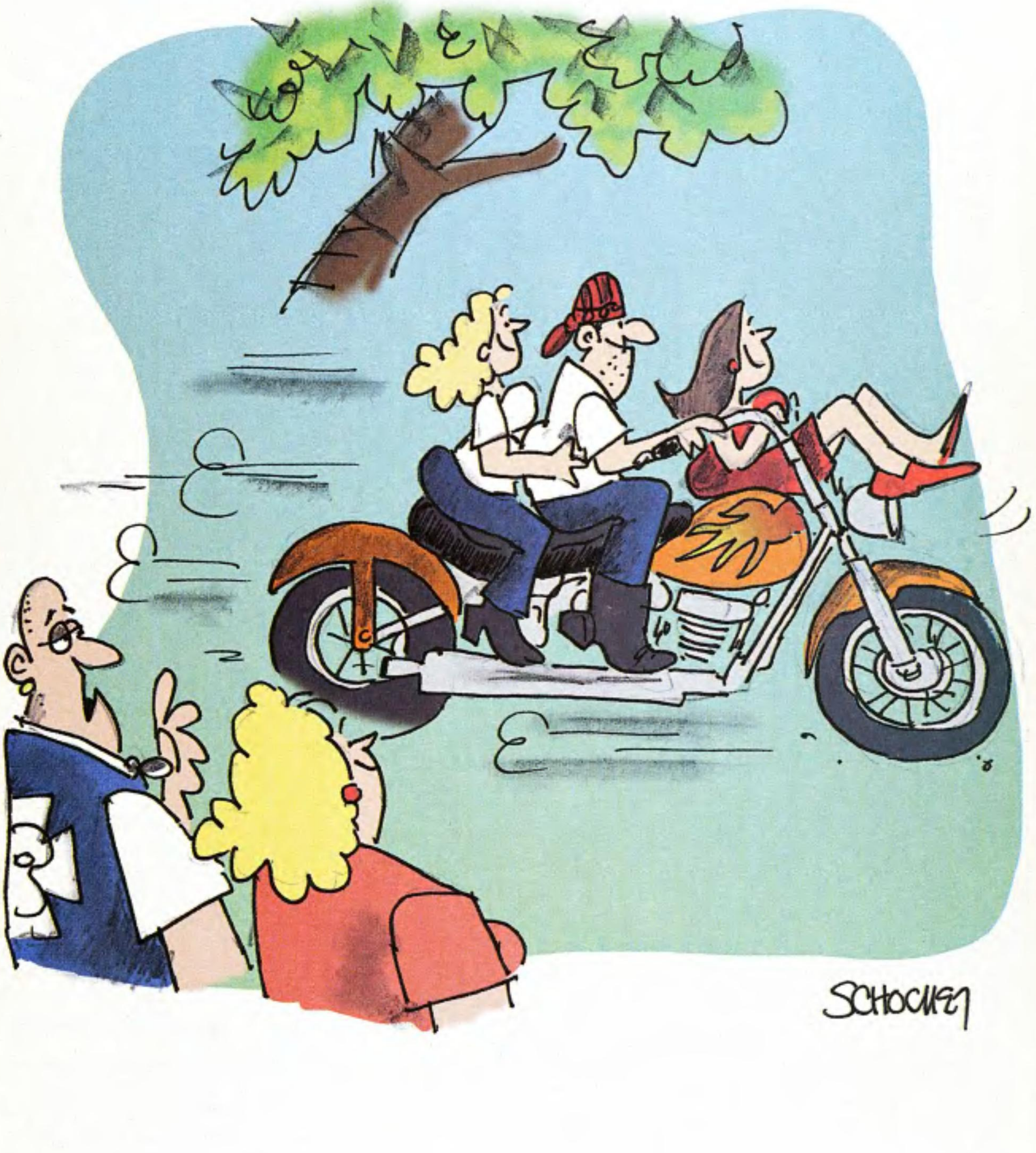
Since 1978 Michael Lichter has shot the bikes, the people, and the attitude that define the biker lifestyle. You've seen his work in the pages of *Easyriders*; now own your own limited-edition print from nearly 100 mind-blowing images available on his Web site gallery. Own a piece of history, an original Michael Lichter masterpiece, by visiting www.lichterphoto.com or call (303) 449-3906 for more info.



industry news

Chica goes chrome

Chrome Specialties recently announced that it has entered into a long-term contract with Chica Custom Cycles of Huntington Beach, California. Ed Martin, president of Chrome Specialties says, "I'm extremely glad to have Chica on board with us. Japan now ranks second only to the U.S. in new vehicle sales for Harley-Davidson motorcycles, and the Japanese have developed a very distinguishable 'look' when it comes to their custom bikes—more retro, way more old school. This is the style I grew up with and the direction in which we're heading at CSI—back to basics, back to the fun of it all. Chica's designs are perfect for the market we're catering to." Look for new Chica-designed bikes to debut during Daytona Bike Week at CSI's "Road Tour" display.



"It's one of those ménage à trois, *I think."*

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Bartels' H-D, 4141 Lincoln Blvd., Marina Del Rey
San Diego H-D, 5600 Kearny Mesa Rd., San Diego

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Easyriders Denver, 4090 E. Iliff, Denver
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H-D of Miami, 19400 N.W. 2nd Ave., Miami
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H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
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Heaven Cycle, 7254 S. W. 40th St., Miami

Georgia
Easyriders Columbus, 3441 Hamilton Rd., Columbus
Easyriders Atlanta, Units E&F, McDonough
Easyriders Valdosta 1747 W Gordon St., Valdosta
Rebels Customs, 560 SR 20 Spur SE, Cartersville

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Walter's Bros. H-D, 615 S. Maxwell, Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Easyriders Merrillville, 254 W. 81st Ave., U.S. 30, Merrillville

Kansas
Seber's Leavenworth Cycles, 222 Seneca, Leavenworth
Easyriders Wichita, 1201-E Central Ave., Wichita

Louisiana
Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts
Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 3850 S. Huron Rd., Bay City
Easyriders Detroit, 120 N. Main St., Mt. Clemens
Detroit H-D, 25152 Van Dyke, Center Line

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders St. Louis, 14912 Manchester Rd., Ballwin
Alter Ego Cycle Supply, 4131 N. Brighton Ave., Kansas City

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas

New Jersey
Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico
Easyriders Albuquerque, 4101 Menaul Blvd., Albuquerque
Drivers Travel Mart, I-40 Sr 469, Ext. 356, San Jon

New York
H-D of Suffolk County, 4020 Sunrise Hwy., Oakdale
Light House H-D, 670 E. Jerico Turnpike, Huntington Station
World Wide Cycles, 100 St. Paul St., Rochester
Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina
Cape Fear H-D, 3618 Sycamore Dairy Rd., Fayetteville
Easyriders Greensboro, 106 College Rd., Greensboro
Easyriders Wilmington, 6789 Market St., Wilmington

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
Easyriders Columbus, 611 E. Broad St., Columbus
Easyriders Cincinnati, 7220 Dixie Hwy., Fairfield
P&S MC Sales, 7220 Dixie Hwy., Dayton

Oklahoma
Easyriders Tulsa, 10816 E. 71st St., Tulsa

Ontario, Canada
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Texas
Easyriders Dallas, 9304 Harry Hines Blvd., Dallas
Easyriders Houston, 12899 Westheimer, Houston

Utah
Easyriders Salt Lake City, 1716 S. State St., Salt Lake City

Virginia
Shenandoah H-D, 2800-C W. Main St., Waynesboro

Washington
R&R Motor Inc., 2726 Bldg E Black Lake Blvd., Tumwater
East Side Harley, 13131 NE 20th/Northrup Way, Bellevue

Wisconsin
Mischler's H-D & BMW LLC, N. 8063, Hwy. 33, Beaver Dam
H-D of Appleton, Inc., 2144 W. Wisconsin, Appleton

You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

coast-to-coast

Biker News

MINNESOTA BIKER ANTI-DISCRIMINATION LAW TESTED: In what is believed to be the first test of the recently enacted Equal Access Law in Minnesota, the Law Offices of Stephen R. O'Brien successfully obtained a $720 judgment against a bar owner who refused to provide service to a biker solely because he refused to remove his leather jacket.

On April 23, 2000, Chris Devoto, a member of the Minnesota Motorcycle Riders Association (MMRA) and ABATE of Minnesota, entered Steve O's Bar in Crystal, Minnesota. Chris was wearing a typical "biker jacket" with both H-D and ABATE emblems on it. A bouncer told him to take off his jacket or leave. Chris informed him of the Equal Access biker anti-discrimination law and the bar's response was, "Sue us."

MMRA attorney Stephen R. O'Brien, who is also the Aid to Injured Motorcyclists (AIM) attorney for Minnesota, attempted to get the bar to change its policy, but the bar owner refused.

Papers were filed, and Hennepin County Court Referee Patrick Ellis assessed a $720 penalty against the bar, which has since been paid.

"At the MMRA, we hope that once the word gets around, we will not have to use the courts to enforce compliance with the Equal Access Law, but we remain committed to do everything and anything to ensure that bikers are not discriminated against," said Janice Illingworth, MMRA president.

GEORGIA BIKERS SUE OVER HELMET LAW: ABATE of Georgia has filed a federal lawsuit against the State of Georgia and the Department of Public Safety in regards to the helmet law. The law says you must wear protective headgear of a type that complies with standards established by the Board of Public Safety. It also says the Board of Public Safety shall publish a list of headgear that has been approved by the board. There is no such list. They say they don't have to publish a list since they have chosen not to approve any specific models of headgear. We say "shall" means SHALL! So we shall let the courts decide.

Meanwhile, Michigan is going through

the same "no list, no law"courtroom debates, while the MMA of Massachusetts has filed a similar lawsuit against the state for overzealous enforcement of its helmet law.

If you'd like to help ABATE of Georgia fund this important court challenge, please send contributions to the ABATE of Georgia Legal Fund, P.O. Box 669, Pine Lake, GA 30072.

SMALL TOWN RIOTS OVER HELLS ANGELS: In this classic man-bites-dog story, the small town of Missoula, Montana, recently rioted against its own police in support of the Hells Angels MC who were in town for their week-long "USA Run."

Townsfolk were upset over the excessive police presence, with more than 170 officers in full riot gear, from as far away as Washington, to police about 500 people. The Missoula P.D. thought they were prepared for anything, except for the kind of trouble they got from their own citizenry. The police chief expected to use the department's "civil disturbance unit" if the Hells Angels caused problems, but, said the Chief, "We had not anticipated, or predicted we should anticipate, civil disturbances in *opposition* to police presence."

Local people confronted police three times to protest the intense police presence, greatly beefed up by out-of-state and federal officers. According to the *Salt Lake Tribune*, Missoulians began protesting on Friday, but the real fireworks started on Saturday, July 30, when 47 people were arrested at a City Hall protest. Later that night, after the bars closed, a large crowd of citizens gathered in the streets to cheer on the Hells Angels as they roared out of town to their nearby campground. By 3 a.m., all of the bikers were gone, and the confrontation boiled down to the police versus the people protesting the police treatment of the Angels.

Police officers dressed in body armor and gas masks pushed onlookers back with batons and discharged pepper spray to disperse the angry crowd.

By the end of the weekend, 63 people had been arrested; all of them were people protesting the overwhelming show of police force. Not a single Hells Angel was arrested during the festivities.

YOU'D BETTER SHOP AROUND: According to a national survey recently conducted by the American Express Property Casualty companies, most Americans believe it's smart to shop around when purchasing high-ticket items but, few actually do so when it comes to vehicle insurance, one of the leading annual expenses in most household budgets.

The survey concludes that less than one-third of the population comparison-shops for auto or bike insurance (32 percent), but 64 percent said they shop around when buying a new car, 61 percent when buying an electronic item such as a cell phone or CD player, and 42 percent when they're in the market for a new household appliance.

The average cost of vehicle insurance is higher than many other major purchases, yet consumers often pay more than they should because they don't stop to think about the savings they may be missing. And, considering that insurance is a major expense every year, as opposed to every five to 10 years for most other major purchases, many people can save hundreds of dollars per year and thousands of dollars over a lifetime by taking the time to comparison-shop, according to the survey.

Here's a tip: www.InsWeb.com has been honored again by *Forbes* magazine in its "Best of the Web" fall edition. The site enables online users to compare multiple quotes (from everything from auto and motorcycle to term-life and pet insurance) by more than 40 of the nation's top-rated insurers. So go shopping!

QUOTE OF THE MONTH: "All experience hath shewn that mankind are more disposed to suffer, while Evils are sufferable, than to right themselves by abolishing the Forms to which they are accustomed."

—The Declaration of Independence on "Voter Apathy"

—Bill Bish, NCOM

legal-ese

Bike confiscation's on the rise in Illinois and Ohio

A few years back, after numerous complaints of motorcycle seizure and confiscation in the state of Wisconsin, attorney Michael Hupy of The Law Offices of Michael F. Hupy and Associates, S.C., and motorcycle case specialist Tony "Pan" Sanfelipo worked with Senator Dave Zien (R-Wis.) and lobbied other members of the Wisconsin legislature to get a confiscation bill passed. The law firm also conducted numerous confiscation workshops around the state aimed at educating the riding public about the laws governing forfeiture of property.

Now, several years later, the problem has reared its ugly head once again—this time in Illinois and Ohio. Todd Vandermyde, Legislative Coordinator for ABATE of Illinois, called Tony to inform him of a similar problem occurring in Illinois.

It seems Todd worked to get a motorcycle released that was impounded for over five months, taken by the Secretary of State's Police. Under the Freedom of Information Act, Todd also filed for the entire case file on this bike. Currently, SB-1503, which would help solve Illinois' problem, has initially passed the Senate and Todd is working on some corrective language changes. Just like in Wisconsin, law enforcement is determining a bike or bike part is contraband even before a judge has heard the case. Police suspect a VIN has been altered, and *wham*, say goodbye to your property for several months at least.

Word has come to us that the same thing is starting to happen in Ohio. It seems the police there are targeting certain areas of heavy motorcycle concentration, moving in, and then grabbing the bikes. At least one Ohio town's chamber of commerce has come out and voiced a complaint in favor of the bikers. Actually, it's rather self-serving, but the biker's will benefit nonetheless.

Geneva-on-the-Lake Visitors Bureau and Chamber of Commerce wrote to Sheriff William Johnson complaining about the forfeiture tactics. Geneva-on-the-Lake is a popular area frequented by motorcyclists. The recent confiscations by the Ashtabula County Sheriff's Department has caused bikers to stay away from the area, in turn hurting local business, which benefited from the visiting motorcyclists.

We hope Illinois and Ohio are as successful as Wisconsin in finding a remedy to needless forfeitures. Property rights are one of our most sacred rights, one which our forefathers fought dearly for. Congratulations to ABATE of Illinois and Ohio for standing up for those rights.

—Pan

Harley racing

Picotte crashes, Russell leaves

Pascal Picotte was charging toward the front of the pack during the AMA Superbike Championship's final race of the season when he crashed in turn four of Willow Springs International Raceway. Picotte was attempting to pass the Ducati of eventual second-place finisher John Kocinski when he crashed out of the race unhurt.

"I had a great start and passed a bunch of guys right away, then I lost the front end in turn four when I tried to pass John and crashed," said Picotte. "It's disappointing because we worked so hard all season and didn't get the results we really wanted."

Picotte's crew worked feverishly to restore his VR to track-worthy condition so he could rejoin the race and gain valuable points on Honda's Miguel DuHamel and Yamaha's Jamie Hacking, who had exited the race due to a mechanical problem and a crash, respectively. Unfortunately, substantial crash damage to his VR meant Picotte's day was over.

Picotte, who had completed every AMA Superbike race on the schedule before the Willow Springs round, finished 11th overall in the 2000 AMA Superbike Championship. Just 10 points separated Picotte from DuHamel and Hacking, who finished 9th and 10th in the championship. Picotte posted seven Top 10 finishes with a season best finish of 8th at New Hampshire International Speedway.

In his last ride aboard the VR, Scott Russell finished 11th. Russell's two-year contract to ride the VR ended with the former World and AMA National Champion unable to get comfortable aboard the machine, finishing 17th in points and posting a season best result of 10th at Road America. "This is a great team and I enjoyed working with everyone. I just wish it would've been more productive for all of us," said Russell.

The VR team will now turn its attention to selecting a rider to join Picotte on the team next season and continuing the development programs that the team believes will yield solid results for next season.

"We had good reliability this season," said Picotte. "We just need more speed, and we'll be in the race."

Honda's Nicky Hayden won the Willow Springs race, followed by the Ducatis of Kocinski and Steve Rapp. Suzuki's Mat Mladin finished 8th and won his second consecutive AMA Superbike Championship.

biker parable

Make my day

A car made a left turn from a side street directly in my path. After leaving a pair of skid marks on the pavement (and a third one elsewhere), I pulled alongside, honking my horn while preparing for a verbal onslaught with several charter references in mind. The car moved to the curb and I rode up beside to find an old lady driver who anyone would be proud to have as a mother. She announced to me, "I didn't see you."

My initial hostility melted and I told her that it is all too common for motorcyclists to be unseen by car drivers, and that I'm sure she would feel terrible to have caused an injury or death. I then added, "I can see that you are a very nice lady and I would hate for you to bear the stigma of having caused a horrible accident."

She reached out the driver's window and took my gloved hand in hers and said, "Thank you. I'll certainly be more careful from now on. I can see that you are a very nice young man." Rather than let this unwarranted compliment pass, since I was already on an honesty trip, I asked her age. "Seventy-five," she said.

I confessed, "I'll be seventy-four next week. Have a nice day and please watch out for motorcycles." You see, my helmet had concealed my gray hair and beard, but not a smile as I pulled away from an incident that could have ruined, but ended up making, my day!

—Harrison "Smitty" Smith, Pacific Co. Chapter, ABATE of Wash.

harley contest winners

"I dream of..."

James White of Huntsville, Alabama, was recently named grand prize winner of the "I Dream of Harley" contest sponsored by Harley-Davidson Authorized Rentals. The contest marked the launch of the first-ever motorcycle rentals program backed by Harley-Davidson Motor Company.

White's essay was chosen out of more than 6,500 entries received from motorcycling enthusiasts from across the country. As grand-prize winner, White will receive a complimentary seven-day rental from the Harley-Davidson Authorized Rentals location of his choice. The complimentary motorcycling vacation also includes: lodging for the week, round-trip airfare and $500 in spending money. Visit www.hdrentals.com to view White's winning essay, and to rent yourself a Harley call toll-free 1 (877) HDRENTALS. *—Phantom*

good deed

Harley gives $250,000 to WWII Memorial

Harley-Davidson recently announced a $250,000 contribution to help build the National World War II Memorial in Washington, D.C. The announcement was made at the culmination of a motorcycle parade led by a World War II-vintage Harley-Davidson motorcycle.

"On behalf of the company and our many veteran employees and customers, we are proud to honor World War II veterans by donating a quarter of a million dollars to help build their long-deserved memorial," said Jim Ziemer, president of the Harley-Davidson Foundation and U.S. veteran. The Veterans of Foreign Wars will match 50 cents for every dollar of Harley's gift.

More than 14 percent of the Motor Company's U.S. employees are veterans of the U.S. military.

good news

A positive note

As bikers we have all experienced prejudice against our transportation or the way we dress—the waitress who refuses to serve you, the motel that's "full" when obviously it's not, and countless other examples. We also see this in the media with their slanted views and with Hollywood's stereotype.

It seems like the only news we hear about bikers is bad news. But is it? How many of us have made comments

about blood-suckin' lawyers or crooked politicians? This, my friend, is prejudice!

In the last couple of months every TV station in the Boise and Twin Falls area carried positive stories about riders. Radio jumped in promoting rider awareness and FOX 12 even made a TV commercial on their own nickel about rider awareness—and they came to us asking if they could do it!

We have lawyers in every state working free for the benefit of riders. Attorney Chuc Coulter is a good example of these selfless individuals and has been doing this for more years than he likes to think about. We have politicians that not only support our cause but ride next to us, such as U.S. Senator Ben "Nighthorse" Campbell.

Yes, we'll still have to deal with ignorant and prejudiced people. But the next time you're upset about the slanted or scant coverage of a motorcycle event, sit down and write a non-threatening letter to the TV station, newspaper, or whomever it is you're voicing your disapproval to about their coverage or position. On the flip side, if they do something positive, let them know about it. That's how we'll beat 'em!

—Bob Brumpton,
Idaho Coalition for Motorcycle Safety

two-wheeled tidbits

Spanning the biking globe...

Portland, Oregon: Many members of ABATE of Oregon gathered at the Portland Shriners Hospital for Children recently for the annual presentation of new wheelchairs and other adaptive gear (worth more than $25,000) to some really appreciative kids and parents.

The wheelchairs and other equipment, including a $6,144 portable device that synthesizes speech, were delivered and adjusted for the kids at the medical center. Although the hospital provides free medical care, there's no budget for power wheelchairs and other specialized equipment.

This is where ABATE annually steps up to the plate and hits a home run. So you see, folks, we are more than just "helmet law" opponents and a motorcyclists' rights group; we care about the kids too. They are our real legacy on this earth.

This year there was a memorial tree planted at the hospital to honor one of our fallen brothers who worked so hard in this effort. "Uncle Bob" Jackson, from the S.E. Portland Chapter, succumbed to cancer just before Christmas 1999. He is sorely missed by us all.

England: Gordon Wilson, a 67-year-old blind motorcyclist, will attempt to set a new world record by riding his Triumph machine at 100 mph.

He lost his vision when an artery hardened behind his eyes, cutting off the blood supply. Wilson, a biker since the age of 17, said, "I've only been blind for 15 months. It [blindness] came completely out of the blue. I'll have help from a friend with a radio who says, right, left, straight ahead—and keeps me on track. I think I can do this." If he succeeds it will go into the *Guinness Book of World Records*, and I hope he does it.

Maryland: Cops here are putting the skids to many riders—mostly kids on "crotch rockets"—with expensive tickets. They say the motorcycle accident rate has skyrocketed because untrained riders on these 150-mph scooters are riding far beyond their abilities and darting in and out of traffic like they're Han Solo.

Most of these folks have never taken a rider course, have little riding experience, and no bike endorsement. This deadly combination results in too many crippling injuries and shortens lives. I don't care how many years we've all been riding, we can all profit from taking a rider course every few years.

Shanghai, China: The China Life Insurance Company Ltd. paid 523,000 Yuan ($63,000 USD) in indemnity to the wife and daughter of a claimant who died in a traffic accident. Now, this made the China news wires, so it seems to be something unusual over there. Insurance is a "capitalist" thing, but China is changing, and you sure need it when you need it.

The claimant was riding his motorcycle in town and whacked a city bus. Head injuries among other things ended his life and the insurance company paid off. Is there a need for people to carry insurance protection on a scooter? You're damn right there is. And don't forget about getting high limits on Uninsured and Underinsured coverage here in the states. Your family deserves that courtesy.

Lagos, Nigeria: There's a new law there that says male operators of motorcycles cannot carry female passengers. There's an uproar over it and maybe they'll get some justice. And we worry about helmet laws? Read on!

Vietnam: There's a new Vietnam conflict and it's over motorcycle helmets. Put your butt on a putt in 'Nam after September 1, and, if Deputy Transport Minister gets his plan approved, you'll get a helmet ticket for not wearing the plastic. Now we know the real reason why we fought a war there—so their government could put buckets on their heads! Not only is the helmet law "hoax" alive and well in 'Nam, but in Italy also. Stay tuned.

United Kingdom: Victory motorcycles just hit Europe. It's the first new scooter in 60 years to be introduced into England. The bike was named "Cruiser of the Year" its first two years in production in the U.S. That's some recommendation for a new ride. Acceptance in the U.K. will be another feather in the Polaris Motor Company's cap.

—Gunny,
Oregon AIM Chief of Staff

culture

Biker poetry

The Ultimate High

The smell of wet leather
brings your face to mine.
Hell bent and exciting,
tight jeans molded fine.

Long hair flying freely,
your hips between my thighs,
the roar of the engine,
millions of stars in the sky.

My arms around your waist,
your back to my breast,
our hearts beating wildly,
deep in our chests.

The rush of the wind,
trees blur by the side.
Our ride to freedom,
is the Ultimate High

—Bonnie Farnham

stray parts

Feed Your Head

The Gulf War Syndrome, aliens, hoaxes, and taxes . . .

Happy New Year, troops. Awright, 'fess up—did you vote this past November? If not, you might as well kiss my rosy red American ass and flip past this page, because we're not likely to agree on a damned thing from here on out (but thanks anyway for pissing away your vote, because it made my own ballot flex that much more muscle in the final tally).

Speaking of the elections, I don't know if you caught this or not, but here's a good indication of the caliber of lawmaker material that We The People typically have to choose from: During this past October's televised debate between senatorial aspirants Hillary Goddam Clinton and Enrico ("just call me 'Rick'") Lazio, the two contenders were asked by the moderator for their stand on Federal Bill 602P, sponsored by Congressman Schnell. Under the proposed legislation, the CBS moderator elaborated, e-mailers would be required to pay the U.S. Postal Service a shiny nickel for each electronic message they sent over the Internet or Web on their own home computers.

This B.S. sound familiar? That's right, it's that lame Internet hoax that was flying around cyberspace all year long—but I guess it was asking too much to expect two wannabe senators and a top-of-the-dungheap newswoman to have a clue about a scare-scam the rest of the world has long been hip to. Not only is there no "Federal Bill 602P," there's not even a Congressman Schnell (you'd think they'd at least know that much). Both candidates, natch, immediately jumped on the bandwagon and expressed their vehement opposition to the nonexistent bill. Lord help us all.

Attention, Gulf War veterans! Listen up if you're one of the many soldiers who served a tour in the Persian Gulf in 1991 and have been experiencing any of the following symptoms after your return home: fatigue, memory loss, sleeping disorders, or chronic diarrhea. Regardless of what the Veterans Administration may have previously told you about the supposed lack of any physical cause for "Gulf War Syndrome," new findings announced at the 85th annual meeting of the Radiological Society of North America have since proved otherwise.

In short, a sophisticated technology called "magnetic resonance spectroscopy" has discovered that ailing Gulf War vets have up to one-fourth less of the normal level of the brain chemical N-Acetyl-Aspartate in their brain stems and basal ganglia. Standard scanning techniques such as magnetic resonance imaging—the MRI, as it's commonly known—had been unable to pinpoint this deficiency, which is a known indicator of brain damage, such as might result from soldiers' exposure to nerve agents, pesticides, and even militarily administered preventive medications. The Pentagon is now examining the study results, and this may ultimately bring some mental and monetary relief to vets plagued by these debilitating ailments. We'll keep you posted on any further developments.

Good thing there're no phaser gun-control laws (yet, that is—give 'em time). Ponder this Outer Limits factoid, beamed directly onto my holodeck by our ever-dependable and occasionally X-Filed liaison, Terry Cook, who maintains the Earthly guise of Governmental Relations Specialist for the American Motorcyclist Association.

"You may remember that on July 8, 1947, witnesses claim a spaceship with five aliens aboard crashed on a sheep-and-cattle ranch outside Roswell, New Mexico," writes Terry. "This is an incident, of course, that many say has been covered up by the government. However, you may not know that on March 31, 1948—nine months after that day—Vice President Al Gore was born." Hmm, Jean-Luc, that 'splains a lot, don't it?

Ladies, do you have big, cheesy holes that are constantly giving you and your ol' man grief? (C'mon, get your minds outta the gutter, people.) This item comes sailing in from my "Your Tax Money At Work" files: Seems the holes in high-quality, Grade A Swiss cheese are so large that commercial slicing machines are mangling the hell out of slices, so—once again proving that Uncle Sam has never met an issue he cannot regulate—the U.S. Agriculture Department has leapt into action and is now in the process of considering whether to allow inferior Swiss cheese with smaller, tighter holes to carry the Grade A label. Paid your taxes yet, bro?

Which reminds me—I finally have something positive to say about the IRS, believe it or not. The China Tax Bureau, which is the Commieland equivalent of our own beloved Infernal Revenue Service, has recently announced its new get-tough policy: From now on, Chinese tax evaders will face the death penalty! How's that for some heavy-duty kung fu, Confucius? (Jeez, at least here in the USA, the thieving bastards just make you wish you were dead.) —*Savage*

investment news

Two-Wheeled Investor

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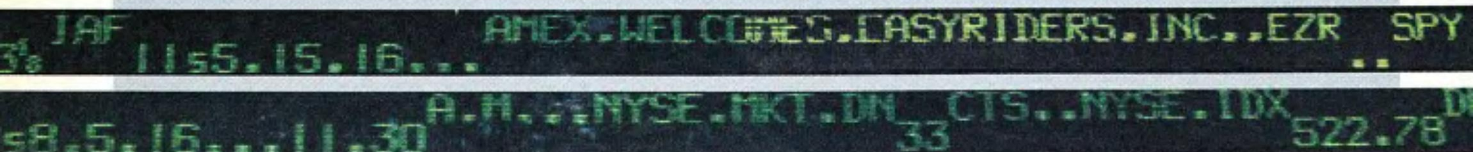
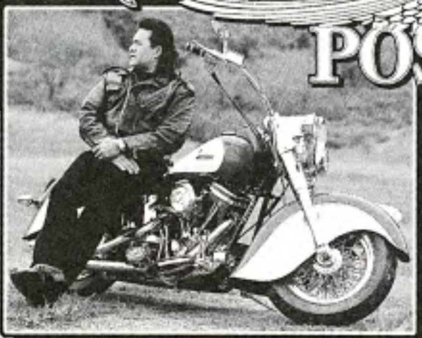
Symbol	Company	Date Public	Last Quote	Date	52-week High/Low
BIKR	BIKERS DREAM	1997	0.250	10/27/00	2.370 - 0.250
EZR	EASYRIDERS, INC.	1998	0.375	10/27/00	2.000 - 0.250
HDI	HARLEY-DAVIDSON	1986	46.250	10/27/00	50.620 - 24.370
PII	POLARIS/VICTORY	1996	34.875	10/27/00	40.120- 25.560
TMOT	TITAN MOTORCYCLES	1998	0.188	10/27/00	3.620 - 0.150



Easyriders® BIKE SHOW TOUR 2001

FEATURING
BRANSCOMBE RICHMOND AND THE RENEGADE POSSE



JANUARY 13, 2001
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SACRAMENTO CONVENTION CENTER

- Wall to Wall Custom Show Bikes
- Motorcycle Accessories
- Calendar Girl Contest
- Door Prizes
- Tattoo Artists
- Easyriders Fashion Show

Easy Entry!

EACH REGIONAL BIKE SHOW will have two competition classes: Spectator Class and Judged Class. We will award 22 trophies in the spectator class, and 18 trophies in the judged class. 1st place best of show in each class will each recieve a feature in one of our magazines. 1st-3rd place, Best of show in each class will all receive a $1,000.00 award certificate and a trophy. You must have your bike entered and on display at Columbus in order to collect the $1,000.00.

HOW TO REGISTER:
1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in, show off and best of luck.

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01SACA

Easyriders® BIKE SHOW TOUR 2001

Bike Show
ENTRY FORM

PLEASE CHECK LOCATION(S)

JANUARY 6, 2001 ☐ POMONA, CALIFORNIA L.A. FAIRPLEX	**JANUARY 27, 2001** ☐ LOUISVILLE, KENTUCKY KENTUCKY INTERNATIONAL CONVENTION CENTER
JANUARY 13, 2001 ☐ SACRAMENTO, CALIFORNIA SACRAMENTO CONVENTION CENTER	**FEBRUARY 10, 2001** ☐ MEMPHIS, TENNESSEE MEMPHIS COOK CONVENTION CENTER
JANUARY 20, 2001 ☐ CHARLOTTE, NORTH CAROLINA CHARLOTTE CONVENTION CENTER	**FEBRUARY 16, 17, 18, 2001** ☐ COLUMBUS, OHIO FRANKLIN COUNTY VETERANS MEMORIAL

Here's your chance to win a feature in one of our magazines, trophies, gift certificates and other prizes. Each entrant will receive a special commemorative mug. Good luck and we'll see you there!

TO ENTER: Fill out application below, sign and return with payment. There will be 2 classes; SPECTATOR class (voting will be done by spectators) and JUDGED class (voting will be done by judges) entry fee $50 to $120 depending on your display needs.

Name ______________________________ (PLEASE PRINT)

Address ______________________________

City ______________ State ________ Zip ________

Phone (Work) ______________________________

Phone (Home) ______________________________

Charge my: ☐ Visa ☐ MasterCard ☐ Amex ☐ Discover

Name of card holder ______________________________ (PLEASE PRINT)

Account Number ______________________________

Expiration Date ______________________________

Payment Enclosed $ ______________________________ (DON'T SEND CASH)

Social Security #: ______________________________

SPECTATOR CLASS

☐ **ENTRY FEE $50 (5'x10')**

Check below for additional display needs and add to entry fee.

☐ 10' x 10' Space $25

☐ 10' x 10' Corner Space $45 (limited)

☐ Electrical Outlet = $25

TOTAL = ______________

JUDGED CLASS

☐ **ENTRY FEE $50 (5'x10')**

Check below for additional display needs and add to entry fee.

☐ 10' x 10' Space $25

☐ 10' x 10' Corner Space $45 (limited)

☐ Electrical Outlet = $25

TOTAL = ______________

Make check payable to: **Action Promotions, Inc.**
Events Department
28210 Dorothy Drive
Agoura Hills, CA 91301
Tel: (800) 962-9857
Fax: (818) 706-0453

BIKE INFORMATION:

Year ____________ **Make** ______________ **Model** ______________________ **Display:** ☐ **YES** ☐ **NO**

Display background cannot exceed 4 feet high.

TERMS AND CONDITIONS:

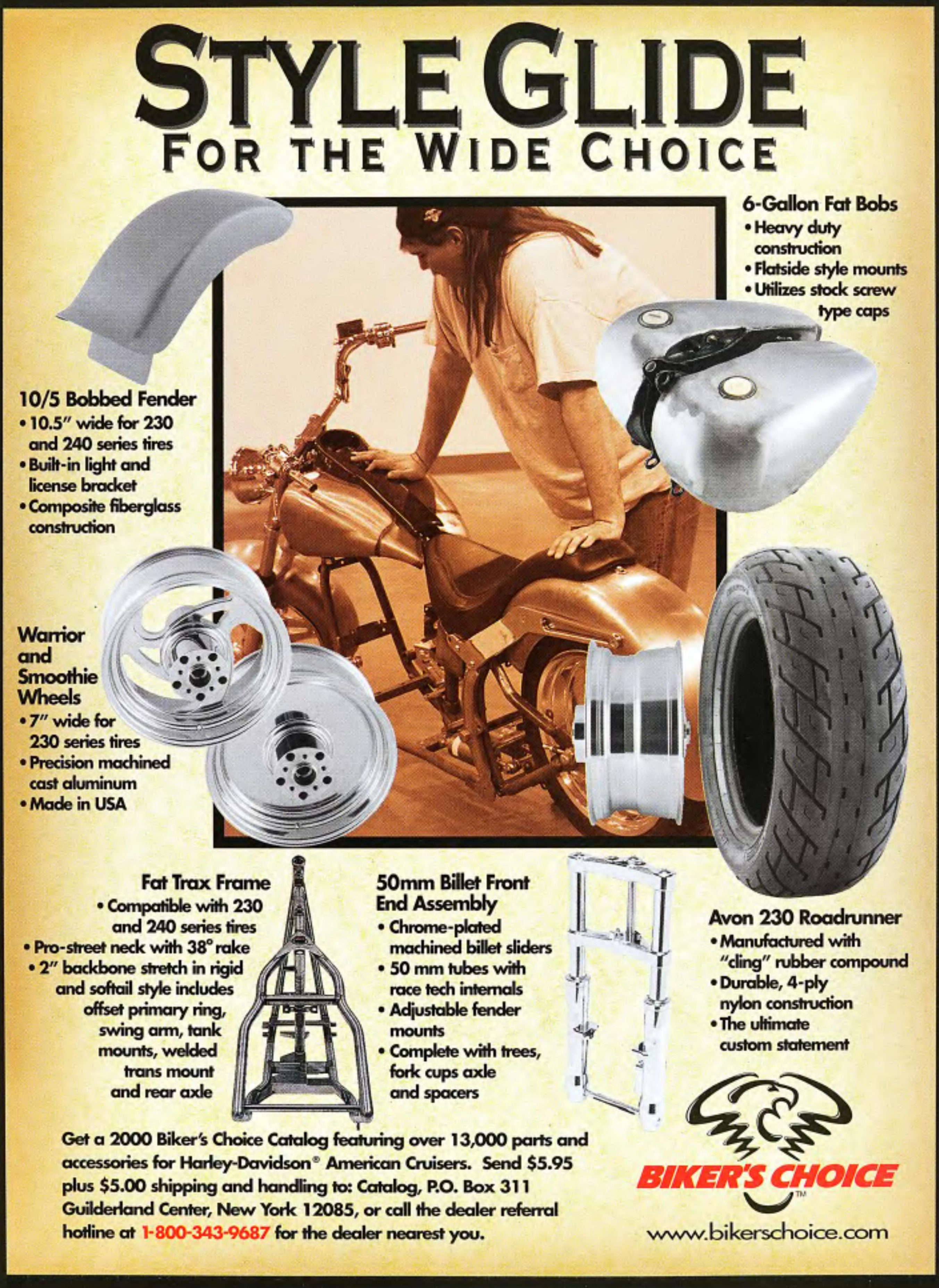
1. Action Promotions, Inc. shall have sole authority to assign exhibit space and to administer and resolve questions relating to contest rules and to the selection of contest winners.
2. Applicant agrees to observe and comply with all applicable laws, statutes, ordinances, rules and regulations.
3. Applicant represents and agrees that he has the unrestricted right, power and authority to perform these terms and conditions as well as the unrestricted right to display and exhibit his entry and any trademarks, copyrights or patented materials associated therewith.
4. Applicant agrees to waive and forego all claims for damages and recourse of any kind and agrees to assume all risks arising out of or relating to his attendance or participation at said event and to protect, defend, indemnify and hold harmless Action Promotions, Inc., Paisano Publications, Inc., the owner and the employees from any and all liability, loss, costs, damage or expense which applicant may cause or sustain from any cause whatsoever, including, fire, theft, personal injury or property loss.
5. Applicant agrees that in consideration of the acceptance of this application and any prize, gift or award which Applicant may receive, if any, Action Promotions, Inc. and its assignee(s) or designee(s) shall have the exclusive absolute and unrestricted worldwide right to produce, obtain, copyright, use, assign, sell, reproduce, print and publish in whole or in part any and all photographic, film, audio or videotaped, written or printed accounts, stories or other materials relating to applicant's further approval and for no additional compensation. Applicant further acknowledges that he cannot sell, offer for sale or commercially use any pictures or accounting of this event without the prior written permission of Action Promotions, Inc.
6. Participants shall not exhibit or permit to be exhibited in their space any merchandise, nor shall they exhibit any advertising matter.

I HAVE READ AND AGREE TO EACH OF THE ABOVE TERMS AND CONDITIONS AND PROVISIONS OF THIS ENTRY FORM.

Applicant's signature ______________________________ **Date** ______________

FOR OFFICIAL USE ONLY:

Payment Rec'd. ____________ **Date Rec'd** ____________ **Space Location** ______________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Fat Trax Frame
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ROBERT TABOR'S OLYMPIAN DISPLAY CARRIES THE DAY

LET THE GAMES BEGIN!

With a splash, dash, mash, but nary a gash, the 13th Easyriders Motorcycle Rodeo season got off to a stupefying start that brought a close to the year at the Ross County Fairgrounds in Chillicothe, Ohio.

Perhaps Harold Tabor should have seen it coming, being's how it was the 13th and all. It wouldn't matter how many black cats crept in front of him, cracks he skipped over, or ladders he avoided, when his 1,000-pound gas trike decided to make a severe right turn at the starting gate and tried to mount Stan Leiter's trike, you knew it was gonna be a rock 'n' roll event.

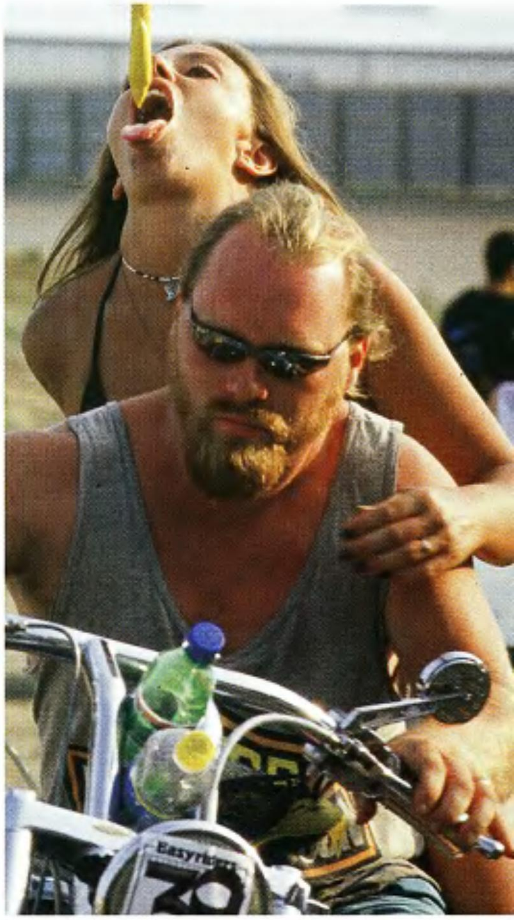
The seven-stop circuit, counting last year's season-ending, points-counting show in Greensboro, South Carolina, was awash with brotherhood. In the pits and on the track, both competitors and officials alike, extended a huge amount of sportsmanship and camaraderie all season long. More people turned out than ever before to support these hardy riding motorcycle madmen. Since it was an Olympic year, to paraphrase the Game's Greek motto, "Altius, Circius, Fortius" (higher, further, faster), the Rodeo riders endeavored to match the motto.

More than 50 riders and teammates competed this year, some for the first time.

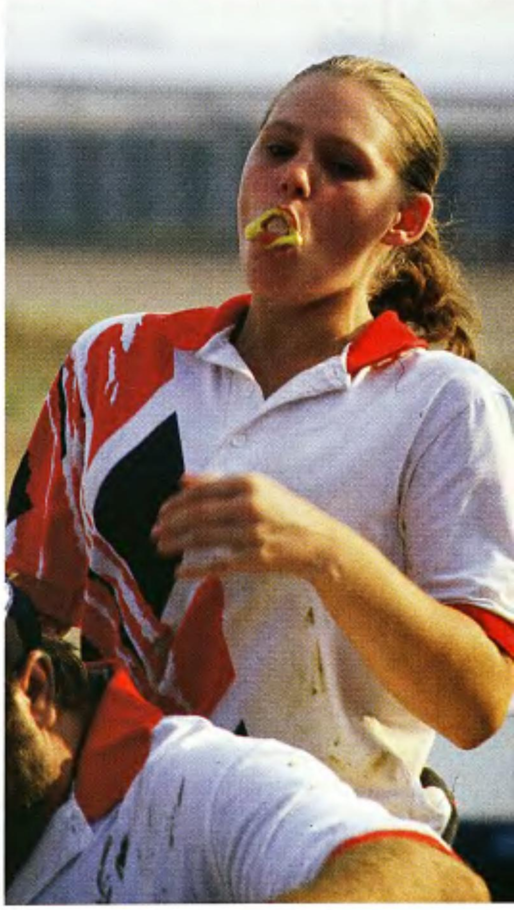
Many of them found out just how difficult it is to remain consistently successful. Imagine keeping your bike upright and in place in the slow race, remaining steady as your teammate attempts a bite, never mind gigantic, of a mustard-slathered hot dog, or diving and digging under a dusty pile of straw for a hidden potato and withstanding the pummelings delivered by the less-than-dainty darlings, not unlike water polo players absorbing unseen elbows and kicks while underwater.

It's always easier when watching from the comfort of the stands, while steeled by icy brews, but bring it on down to the track and you'll get a deep appreciation for the achievements of Robert Tabor. This year Robert led the field from wire-to-wire, becoming the first four-time consecutive winner. After gaining 1,500 points to conclude 1999 in Greenville last October, he came out of the blocks in 2000 with six straight overall wins, giving him an unheard of streak of 15 straight Top Cowboy awards. That means his machines and teammates have worked as well as the rider. For this, the Canton, Ohio, rider and resident can thank his sponsors, most notably Pingo Burkhart of Iron Horse Customs in Barton, Ohio, who always has both Robert's, as well as his father, Harold, and his son Jason's rides up and running.

BUD LIGHT



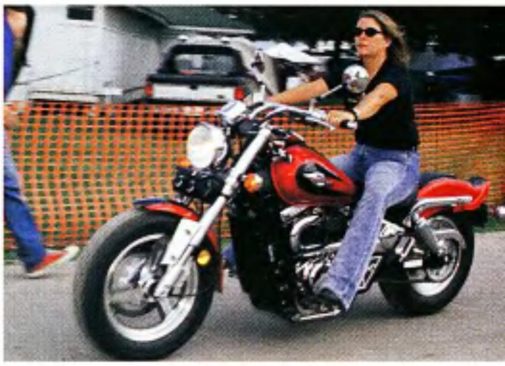
LEVI

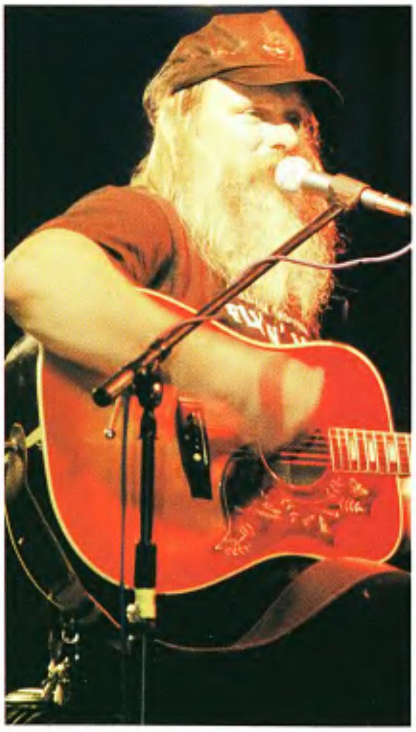


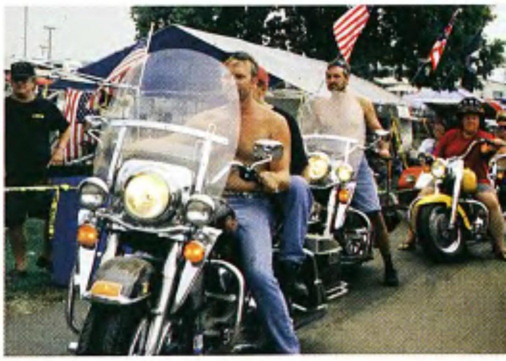
Robert has done what Rodeo legends Ray Tewksbury and Gary Freel were never able to do, winning four championships in a row. Both have four championship belt buckles, but never won consecutively. Now both Rodeo Ray and Gary serve on the executive board of ARROW (Associated Rodeo Riders On Wheels), the sanctioning body for the Motorcycle Rodeo. This year Freel dropped the kickstand on his bikes and put on a referee's shirt as the Field Director.

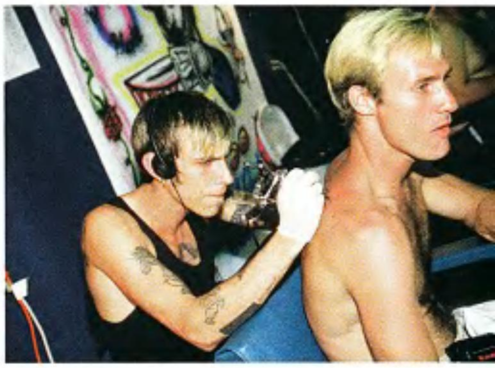
After scurrying across America, from Sedalia, Missouri, in June, back the next week to New Hampshire, to North Carolina, Pennsylvania, Michigan, and finally over Labor Day Weekend, home to Ohio, Tabor was able to out-point everyone, everywhere. He was at the controls using a new teammate, Angela Bandy, who earned the Teammate Award championship with 1,850 total points and 400 more that Colleen and Mike O'Herron.

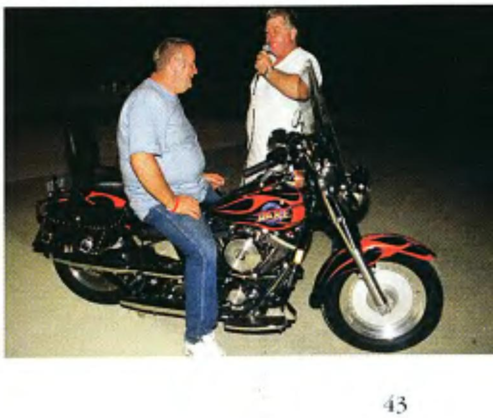
HARLEY DAVIDSON









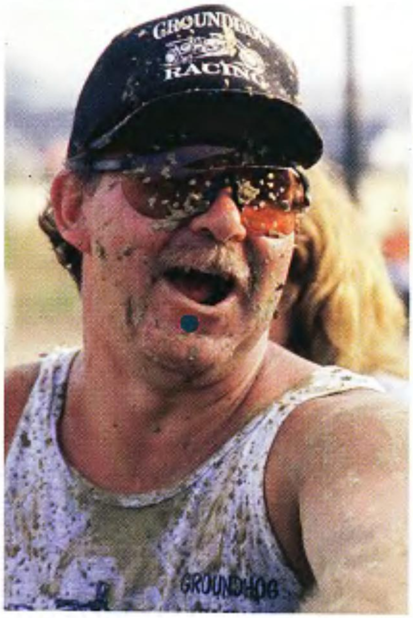


In Chillicothe, Robert relied on all elements of the Rodeo to gather points, both the games as well as the heavy pulling. Finishing first in the Slow Race by just nudging his nemesis and Slow Race expert, Bob Hanna, and Keg Derby, Brain Buster and Tire Ride, he compiled enough points to offset fourths in the Fuel Sled and Fuel Trike classes. His son, Jason, staved off a hard charge by Hanna in the 1,000-pound Fuel Sled.

Hanna came into the Grand National Finals as the closest pursuer of Tabor, 2,975 points behind. Kurt Maxwell, Rick Thompson, Bill Patton, Stan Leiter, T.J. Smith and Robert Bousho were in it to win too. They came to play hard and did, thrilling the overflow crowd who arrived early and who sat through a Midwestern gullywasher of a downpour. But in the end, the Top Cowboy was again a badass Buckeye!

For more coverage of the Chillicothe Finals, as well as the entire 2000 Easyriders Motorcycle Rodeo circuit, see the March issue of *In The Wind*, on sale Dec. 5.

—Rodeomouth



Photos:

Easyriders Rodeo Results • Chillicothe, Ohio • August 31, September 1-4, 2000

Event/Competitor(s)	City/State	Points
SLOW RACE		
1. Robert Tabor	Canton, Ohio	200
2. Bob Hanna	Claymont, Del.	150
3. Danno Simmons	Kannapolis, N.C.	100
4. Pam Albney	Richmond, Va.	50
WIENIE BITE		
1. Bob Hanna	Claymont, Del.	100
Diane Hanna	Claymont, Del.	100
2. Robert Tabor	Canton, Ohio	75
Angela Bandy	Canton, Ohio	75
3. Troy Fitzsimmons	Elored, Pa.	50
Kelly Sherwood	Elored, Pa.	50
4. John Bachman	East Canton, Ohio	25
Kathy Barthell	East Canton, Ohio	25
POTATO HAYSTACK		
1. Joe Martinez	New Kennington, Pa.	100
Johnnie Martinez	New Kennington, Pa.	100
2. David Pline	Portland, Mich.	75
Missy Miles	Portland, Mich.	75
3. Kurt Maxwell	Roseville, Ohio	50
Melissa Grant	Roseville, Ohio	50
4. Mike O'Herron	Gowen, Mich.	25
Colleen O'Herron	Gowen, Mich.	25
KEG DERBY		
1. Robert Tabor	Canton, Ohio	200
2. Mike O'Herron	Gowen, Mich.	150
3. John Feurt	Stout, Ohio	non ARROW
4. Kurt Maxwell	Roseville, Ohio	50
BARREL RACE		
1. Bob Hanna	Claymont, Del.	200
2. Robert Tabor	Canton, Ohio	150
3. Mike O'Herron	Gowen, Mich.	100
BRAIN BUSTER		
1. Robert Tabor	Canton, Ohio	100
Angela Bandy	Canton, Ohio	100
2. Stan Leiter	Ionia, Mich.	75
Amy Leiter	Ionia, Mich.	75
3. Carl Christensen	Trufant, Mich.	50
Robin Christensen	Trufant, Mich.	50
4. Jim Albney	Richmond, Va.	25
Pam Albney	Richmond, Va.	25
1,000-POUND FUEL SLED		
1. Jason Tabor	Canton, Ohio	700
2. Bob Hanna	Claymont, Del.	400
3. Bill Patton	Montgomery, W.Va.	300
4. Robert Tabor	Canton, Ohio	150
TRIKE GAS CLASS		
1. T.J. Smith	Williamsport, Ohio	700
2. Stan Leiter	Ionia, Mich.	400
3. Robert Bousho	White Cloud, Mich.	300
4. Harold Tabor	Canton, Ohio	150
TRIKE FUEL CLASS		
1. Kurt Maxwell	Roseville, Ohio	1000
2. Rick Thompson	Ames, Iowa	600
3. Bob Hanna	Claymont, Del.	400
4. Robert Tabor	Canton, Ohio	200
TIRE RIDE		
1. Robert Tabor	Canton, Ohio	150
Angela Bandy	Canton, Ohio	150
2. Bob Hanna	Claymont, Del.	100
Diane Hanna	Claymont, Del.	100
3. Mike O'Herron	Gowen, Mich.	50
Colleen O'Herron	Gowen, Mich.	50
TOP COWBOY		
1. Robert Tabor	Canton, Ohio	$250
2. Bob Hanna	Claymont, Del.	$150
3. Mike O'Herron	Gowen, Mich.	$100
RIDE-IN BIKE SHOW WINNERS		
1. Phillip Combs	Leburn, Ky.	2000 Softail
2. Terry Gill	Burgettstown, Pa	2000 Spec. Const.
3. Scooter Yeran	Washington, Ohio	FXSTS
TATTOO SHOW WINNERS		
FEMALE	**CITY/STATE**	**ARTIST**
1. Kim Partington	Prestonsburg, Ky.	Chris Walker
2. Rose Salvo	Cleveland, Ohio	G&G Body Art
3. Wanda Aaron	Madison, Pa.	Electric Wizard
MALE		
1. Jerry Haas	Ironton, Ohio	Tim McDowell
2. Tim West	Beavercreek, Ohio	Glen Scott
3. Chris Gullian	Menton, Ohio	Ron Antonick

Heartfelt Truths

Every once in a while *Easyriders* gives you something more than just endless dazzling scoots and mouth-watering chicks. Yes, occasionally we give you something deep and earth shatteringly profound. This, dear readers, is one of those times.

Heartfelt truths that we all have learned:

We've learned that you cannot make someone love you.
All you can do is stalk her and hope she panics and gives in.

We've learned that no matter how much you care, some people are just assholes.

We've learned that it takes years to build up trust,
and it only takes suspicion, not proof, to destroy it.

We've learned that no matter how good-looking a person is,
somewhere there is someone that is sick of her shit.

We've learned that you shouldn't compare yourself to others—
they are more screwed up than you think.

We've learned that you can keep puking long after you think you're finished.

We've learned that we are responsible for what we do, unless, of course, we are celebrities.

We've learned that regardless of how hot and steamy a relationship is at first,
the passion fades and there had better be a lot of money to take its place.

We've learned that sometimes the people you expect to kick you when you're down
will be the ones who do ... as well as the ones you don't expect.

We've learned that no matter how you try to protect your children,
they will eventually get arrested and end up in the local paper ...
or in the pages of *Easyriders* wearing nothing but a thong.

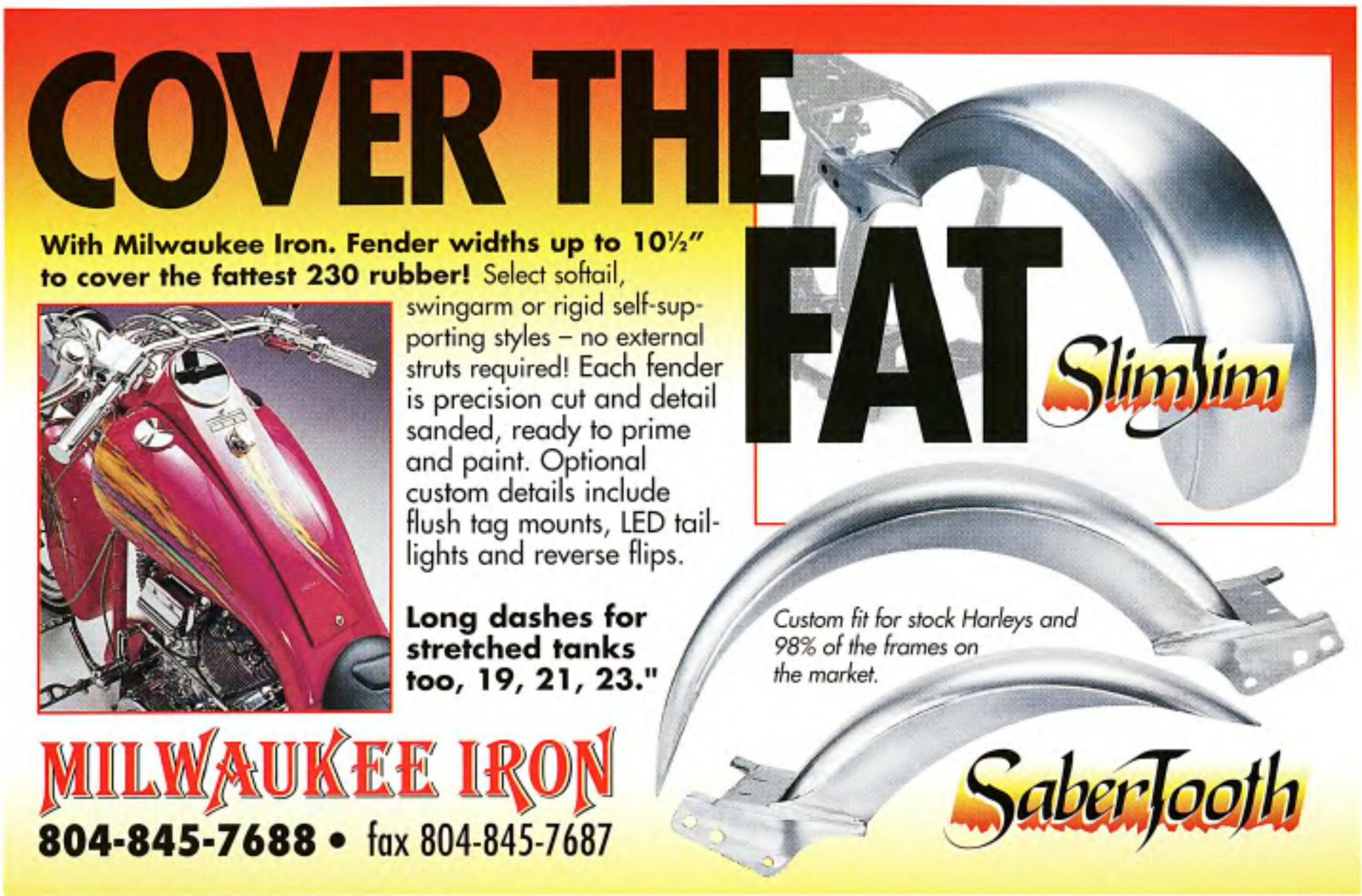
We've learned that the people we care most about in life are taken from us all too soon
and all the less important ones just never seem to go away.

We've learned to say "screw 'em if they can't take a joke" in six languages—
seven if you count sign language.

We've learned that none of this really matters so long as you have a clear stretch of road,
a tank of gas, and a rumblin' scooter under your ass.

—Phantom

With special thanks to Mickey Halper.


COVER THE FAT
With Milwaukee Iron. Fender widths up to 10½" to cover the fattest 230 rubber! Select softail, swingarm or rigid self-supporting styles – no external struts required! Each fender is precision cut and detail sanded, ready to prime and paint. Optional custom details include flush tag mounts, LED taillights and reverse flips.
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Talking Tech

IT'S HOW YA USE IT

I have a rigid-framed UPS special that I am very much in love with, but there is one nagging little problem. It's damn near impossible to kickstart. Yeah, I got the button too, but I just wanna be able to kick it, you know?

I run a stock 80-inch Evo, stock type coil, plugs and wires, Compu-Fire ignition and a Big Boar battery. Timing is perfect, advanced just a tad with no pinging. Carb is an S&S Super E that I bolted right on with no jetting changes. I run about 200 and let me assure you I am kicking the hell out of that pedal. Sometimes I'm lucky when it's warm, but never when cold. What gives?

Dave Macaw
Clermont, Florida

Well, lessee. I have a bud with a '76 Shovelhead custom (J.R., you know who you are) and he taught me the secret to kicking over a motorcycle engine.

Being a big lad, you'd think he'd start jumping on that pedal like he was crushing an empty beer can, but quite the opposite. He told me how all of his friends with kickers go crazy kicking, jumping, and otherwise trying to shear the suckers off in effort to start their bikes.

My buddy J.R. would simply and gently kick the pedal through until it was on compression and then say, "Watch this." He'd simply push his foot down on the pedal, the engine would turn over and would fire in no more than about three kicks. Simple finesse along with a well-timed ignition (in your case, you may want to contact Compu-Fire and see if they have a setting for kickers as some other systems do) should take that 80-incher and roar it to life. Ask your girlfriend ... she'll tell you that finesse makes all the difference.

WHAT TO DO?

In your August issue you ran an article on Milwaukee Performance's 100-inch Fatso motor. In the article you said by reworking the backbone on a Shovelhead frame you could shove one in. Here's the deal. Friends are going to turn me on to a basket Shovel. Can the frame be reworked to take an Evo? How minor is the rework and how safe? To keep the four-speed tranny and primary will I have to change out the sprocket shaft? Is there room to run a pair of Xzotic pan rocker boxes and is it worth the money to change out the cylinders to cast iron?

Jack
Las Vegas, Nevada

OK ... first, we'll address the frame. I have seen guys do this job on Shovel frames, and some of the work is downright ghastly. You'll need a good frame shop or fab shop, not just any dude with a stick welder and a backsaw. Personally, I would recommend you spend the money and buy an aftermarket swingarm frame, like the ones Custom Chrome sells. They will take Pans, Shovels, and Evos and mate them to four-speeds and no changing of the sprocket shaft will be necessary. They offer options such as early or flatside tank mounts, etc., so look into that option when you get out. If you just have to stick with the stock frame, make sure you get someone who knows what they are doing or you'll be unhappy. Pat Kennedy (520-432-1330) would be another source for good info on this—plus he also makes his own frames. Lastly, an aftermarket frame will give you plenty of room for the Xzotic Pan boxes, although they will cost almost as much as the frame.

As for the cast iron jugs, I run them. Axtell makes a bad-ass set of cylinders, but you do not need to run them for any other reason than personal preference.

COMBO #5

I own a '99 Road King with EFI. I want to do the Stage II kit and put on a Thunderheader. Will the bike run well like that, or do I have to do anything else, like the Power Commander? I have e-mailed everybody I can find and even went to three different dealers. Nobody seems to know the answer. I ride the hell out of the bike, so I want to do it right, plus it has to be dependable.

Jim
Yonkers, New York

It's like this: Anyone can speculate on different part combinations till they're blue in the face, but unless they have tried every combination of EFI mods, cams, pipes, etc., there's no way to know every little detail. I always tell people to make their decisions based more on riding style.

Now as for pipe choice, I personally have the best luck with Cycle Shack pipes. I've done extensive testing on my bike, as well as the ones I build and maintain for my friends and the Cycle Shacks I run (and modify) work the best for me. Thunderheaders, SuperTrapps, and the like are good pipes, but I prefer separate pipes over a 2-into-1.

I'm not bashing these other guys; I'm simply relaying my experience. If you like the look or sound of the Thunderheader, by all means, run it. You can tune your engine to run well with that pipe; besides, somewhere in the future, you may want to change the whole shootin' match again anyway. Hope it helps.

FACTS AND FANCY

Please help me settle a bet with the bros:

1. Was there ever a '72 900 Sportster?
2. What was the first and last year for AMF Harleys?
3. Was the Shovelhead's last year '84?

Jacob McNeil #7430558
Ontario, Oregon

These questions are the kind that always inspire the wrath of H-D facthounds whenever we slip up. This, coupled with a bad hangover, will prompt me to make this disclaimer up front in order to spare any long dissertations about how the last Shovelhead was built during the last Lunar eclipse of the seasonal end of Haggis, the symbolic month of Festering on some ancient withering calendar of old.

I did some checking on the 900s and I'm drawing a blank. It is possible your '72 has an earlier 900 engine in it, but since I don't know, that argument between you and Olie is a draw until further notice. AMF bought Harley-Davidson in either '69 or '70 (put the guns down, dammit—my head hurts!) and they were given the boot in either '83 or '84, which should also be the last year for the Shovel. Now, for 50 bonus points, does anyone know what a Panhead and a Polish sausage have in common?

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

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Ever wonder why most stock frames are so damn ugly? It's a common question, especially when tearing down a bike for a rebuild. There are brackets and tabs all over the place, and most of them don't even attach to anything!

If you take a close look at a stock motorcycle, you'll see what we mean. But you also need to understand that manufacturers design frames to go on several different models. They also have to allow for an easy assembly of all peripheral accessories on the production line. This is probably why stock frames don't always look as "clean" as you wish they did. Finally, cost is of concern for motorcycle manufacturers, who can't afford spending time grinding welds, molding gussets, and running a hidden wiring harness; this stuff is for custom builders.

Speaking of which, we asked a number of established custom bike builders and aftermarket manufacturers, to show us some of the frames they had to offer, and, in doing so, came up with this abbreviated guide. Keep in mind that this guide to custom frames doesn't have the pretension to list all manufacturers and all their frames, we would need a lot more space to do that, but we hope it will give you a few interesting pointers, provide some inspiration, and help you choose the perfect foundation for your custom bike project.

—Lafayette

ARLEN NESS • Arlen Ness Ness-Tail

Designed to accommodate 1984 to 1999 hidden-shock Evolution powertrains, the Ness-Tail frame will accept rear tire sizes up to 250x18, while still utilizing a belt drive system.

This classic Ness frame features built-in bearing cups and fork stops and is available with 35-degree rake, in stock, 2-inch and 5-inch top tube stretch. It's made of 1 1/4-inch diameter seamless steel tubing for a more massive look. The CNC-machined swingarm pivot area has polished stainless steel inserts that add bold styling to the frame. The Ness-designed CNC-machined axle mounts feature hidden axle adjusters for a custom look. The integrated motor and transmission mounts feature CNC-machined surfaces for superior strength and better alignment.

Arlen Ness Enterprises • 16520 East 14th St., San Leandro, CA 94578 (510) 276-3395 • www.arlenness.com

ATLAS PRECISION • Atlas Hidden-Shock For Sportsters

All new from Atlas is the 200-tire hidden-shock-style frame for H-D Sportsters, utilizing the stock belt drive width. This unusual chassis kit fits 1979 to 2001 Sportster drivetrains as well as Buells.

This Atlas frame is an expansion of its ever-popular 180-tire hidden-shock chassis kit for Sportsters. You get your choice of neck rake and stretch. Everything from frame and swingarm to completed rolling chassis are available for the custom bike builder. Atlas Precision • 16091 Kamana Rd., Apple Valley, CA 92307 • (760) 242-9111 • www.atlasprecision.com.

ATLAS PRECISION • Atlas Twin Cam B Rigid

The new rigid chassis for the Twin Cam B motor is available now from Atlas. It uses the stock Twin Cam B motor and transmission setup. It is designed to accept a rear tire up to size 180, with a 1 1/2-inch belt or 200-series tire with a H-D 1 1/8-inch belt. You can order variable fork neck rake and stretch.

Atlas Precision • 16091 Kamana Rd., Apple Valley, CA 92307 • (760) 242-9111 • www.atlasprecision.com.

KENNY BOYCE • Kenny Boyce Super Street

Kenny Boyce Pro-Street offers its Super Street frame and twin-tube swingarm setup, available with 2- or 4-inch stretch, and steering neck angle from 28 to 36 degrees, with four different control options. It comes with 3-D billet aluminum fender brackets.

The twin-tube swingarm accommodates a 200-series tire, complete with billet aluminum axle mounts and stainless steel axle adjuster.

This frame and swingarm kit can be ordered directly from Kenny Boyce Pro-Street and retails for $2,513.

Kenny Boyce Pro-Street • 11295 Sunrise Gold Circle, Suite F, Rancho Cordova, CA 95742-6539 • (916) 852-9116 • www.kennyboycemotorcycles.com.

CHOPPER GUY'S • Mega Drive 2300 Rigid Swedish

Chopper Guy's designed a rigid chassis that accommodates a 230/240-series rear tire mounted on a 7- to 8 1/2-inch rim with stock width belt.

It is made of 1 1/8-inch main frame rails for a beefier look and features a bare backbone to allow builders to use any gas tank. It uses either stock-style oil bag, or the Chopper Guy's custom model. Rake is set at 40 degrees, and there's a 6-inch stretch in the legs. The motor and tranny are offset 1 5/8 inches, for use with a billet trans plate for five-speed only. The supplied wheel axle and 3/8-inch billet axle plates mounted at EOM height allow the bike to sit lower than other rigids. Chopper Guy's Mega Drive Rigid retails at $1,856.

Chopper Guy's Biker Products, Inc. • 1633 Marine World Pkwy., Vallejo, CA. 94589 • (707) 557-2400 • www.chopperguys.com.

DAYTEC • Super 103 +180 and 103 + 200

The new Daytec Super 103 +180 and 103 + 200 chassis features a 1 1/4-inch precision-bent steel tubing construction, and offers a totally new look on the side plates. Any rake and stretch are available upon request. For pricing, and to see the best in premium motorcycle frames and accessories, ask for your own copy of Daytec's catalog. Daytec • 17469 Lemon St., Hesperia, CA 92345-5111 • (760) 244-1591.

PAT KENNEDY • Chrome-Moly Outlaw Chopper

This Pat Kennedy frame is constructed of chrome-moly, a lightweight and resistant metal that will help your bike literally fly. It only weighs 55 pounds with its installed swingarm, axis tube and hardware, and stainless steel mudguard. Engine, forks, and wheels are absolutely centered with the backbone of the chassis, resulting in perfect handling. The Outlaw frame accepts Panhead, Shovelhead, or Evo engines, and four- or five-speed transmissions. It can accommodate up to a 230-series rear tire, mounted on a 7-inch rim. The Outlaw has 43 degrees of neck rake, with 10 inches of stretch in the down tube, to accept a front end of 20 inches over stock length. Pat Kennedy's Custom Motorcycles, Inc. • P.O. Box 670, Tombstone, AZ 85638 • (520) 457-2237 www.kennedyschopper.com.

CHOPPER GUY'S • Mega Drive 2300 Hidden-Shock

This hidden shock-chassis is designed to use a 230/240-series rear tire, with a 7- to 8 1/2-inch rim and stock belt.

Rake is set at 35 degrees, and there's a 1 3/4-inch stretch in the backbone. Flatside Evo tank mounts are welded in the stock location to allow the use of most production stretched tanks. Your choice of either Chopper Guy's custom oil bag or H-D Softail model with stock mounts. Motor and tranny are offset 1 5/8-inch and accept a five-speed only. The swingarm with integral rock guard and axis tube, uses a billet axle plate. The rear suspension geometry is modified to lower the bike 1 1/4-inch from stock height while maintaining proper belt tension throughout travel. This frame retails for $3,042.95.

Chopper Guy's Biker Products, Inc. • 1633 Marine World Pkwy., Vallejo, CA 94589 • (707) 557-2400 • www.chopperguys.com.

DAYTEC • Skulker 180 Rubbermount

The all-new super slick Skulker 180 Rubbermount chassis utilizes a late FXR transmission, inner and outer primary covers, and a pivot axle assembly. You just have to drop in your rubbermount engine, a few accessories and amenities, and off you go! The Skulker chassis is constructed of precision-bent steel tubing, and has been designed to accommodate a 180-series rear tire and a full size belt. Daytec's new Skulker chassis is available either with 30 or 34 degrees of rake angle. Ask for your own copy of Daytec's catalog. Daytec • 17469 Lemon St., Hesperia, CA 92345-5111 • (760) 244-1591.

PAT KENNEDY • Chrome-Moly Rigid

The folks at Pat Kennedy's know their frames and assure you that their rigid chassis is the best on the market today. It's built from 4130 condition N chrome-moly tubing and weighs only 35 pounds. Custom frames are available upon request from stock specs to full custom craze. You choose the engine, panhead, shove, or Evo, and your tranny as well. Each frame accepts a 7-inch rear wheel using 200-series rubber and belt final drive. The engine is centered in the frame for perfect handling, and you can order any variety of options to mount oil and fuel tanks, sissybars, and other items. Pat Kennedy's Custom Motorcycle, Inc. • P.O. Box 670, Tombstone, AZ 85638 (520) 457-2237 • www.kennedyschopper.com.

MID-USA • Rigid Fat-A-Tude (above)

Mid-USA presents its Hardbody Fat-A-Tude Rigid chassis, available in rakes of 30 degrees or 38 degrees, with 2 inches of stretch. The beefy steel chassis features a thick-walled, 1 1/2-inch diameter backbone for strength, while the rest is made of 1 1/8-inch tubing. All frames are TIG welded, using a precision frame jig to ensure the best possible fit. The tail section is engineered to accommodate a 230-series tire, which when mounted on a 7-inch rim, will give you 9 1/4 inches of jaw dropping rubber under the fender. The Fat-A-Tude frame requires the use of a 1-inch primary spacer, offset engine pulley or sprocket, as well as custom exhaust pipes and brackets. The Fat-A-Tude frame is designed to fit Evolution big twin engines.

Mid-USA • 4937 Fyler Ave., St. Louis, MO 63139-1111 • (314) 351-3733 www.mid-usa.com.

PERFORMANCE SPECIALTIES • Rubbertail Chopper

Form, function, and style are a few words that come to mind when thinking about the latest in Rubbertail innovation. A chopper style frame that also produces a damn good ride! The Rubbertail Chopper is made with the rider in mind, a rubber-mounted drivetrain with a mono-shock strategically placed underneath the rear seat; maintaining the ideal looks of a single shock frame and the style of a chopper.

This chassis features a rubber-mounted drivetrain and accepts Harley-Davidson Twin Cam engines, and engines up to 120 cubic inches. You can mount up to a 240-series rear tire and hit the road!

Performance Specialties • 10156 Canoga Ave., Chatsworth, CA 91311 (818) 700-2935 • www.perfspec.com.

MID-USA • Attitude (below)

Mid-USA presents its Hardbody hidden-shock Attitude frame, a chassis that allows you to install up to a 180-series rear tire, while keeping a standard-width final belt drive. Rake angle is available in 30, 34, and 38 degrees. For maximum strength and minimum flex, the Attitude frame features a solid round stock tail section that includes a Positive Axle Lock system to eliminate the possibility of axle shift normally associated with high torque and wide tire applications. Bolt-on fender struts are provided to mount a fender as wide as 9 inches.

Mid-USA • 4937 Fyler Ave., St. Louis, MO 63139-1111 • (314) 351-3733 www.mid-usa.com.

PAUGHCO • Rigid Swedish Style Chopper (below)

Paughco's new Rigid Swedish Style Chopper frame is a custom designer's dream. Available in four configurations: 4-inch over down tubes with 2-inch extended backbone, 6-inch tubes with 3-inch backbone, 8-inch tubes with 4-inch backbone and 10-inch over down tubes with 5-inch in the backbone. The unique frames are also available in stock and ultra wide versions to accept up to 180 rubber with belt drive. While Paughco recommends no more than a 40-degree neck rake should be ordered for use with stock trees, builders can go to 45 degrees when used in conjunction with Paughco's latest 6-degree billet triple trees. The later combination provides an awesome, almost power steering like feel in the front end. The new Swedish Style Rigid frame retails between $1,250 and $1,350, depending on customer style requirements. Paughco • (775) 246-5738 www.paughco.com.

PRO STREET FRAMEWORKS (left)

Pro Street Frameworks' frame features a centered engine plate that promotes good handling and better balancing. It accepts a 200-series rear tire with full-width rear drive belt, keeping the engine and wheel on center. You can use engines up to 120 cubic inches, Merch, H-D Twin Cam, and all standard aftermarket engines. This frame comes with plus-2 or plus-5, 36-degree rake, swingarm with hidden billet axle adjusters, billet fenders struts for 9-inch fenders, swingarm pivot axle, stainless billet swing arm pivot block, neck races, hidden coil mount and battery box, mounting bracket installed for D&D tanks, mid or forward control mounts. The frame also features Works billet nitrogen shocks, rear master cylinder mount, brake rod, as well as stainless hardware or Supertainium.

Get yours for $2,295 at Pro Street Frameworks • Rt. 2 Box 144, Henryetta, OK 74437 • (918) 652-9606 • www.pro-streetframeworks.com.

PRO-ONE • Pro-Quad 4-Link (right)

Looking for a chassis designed specifically to take full advantage of that new high-horsepower engine? Or maybe you just want the coolest-looking frame on the market. Thanks to engineers at Pro-One, you can now have it all with the Pro-Quad 4-Link chassis. This unique suspension system eliminates flex and misalignment under heavy acceleration and braking, providing superior traction and weight transfer. The Pro-Quad frame features a four-link system that's machined from solid billet aluminum with brass bushings at all pivot points. Pro-Quad chassis can be ordered in stock or 2- and 5-inch stretch configurations, and utilizes stock or adjustable Pro-One Paioli shocks. Pro-Quad chassis are supplied with solid mount transmission bracket, oil tank mount, polished stainless rock guard, and four-link assembly with axle. For further details visit your Pro-One dealer or call (800) 884-4173.

STYLEMASTER • Fatman 230 Rigid (below)

Here comes the Fatman 230 Rigid, the ultimate wide-ass hardtail for the motorcycle builder. Like its cousin the Fatman FX, this nasty puppy is constructed of the best TIG welded, 1 3/8-inch, 0.125-inch wall thickness steel and is turned by hand to a machine finish. It comes with 1-inch primary offset spacer, 1-inch offset transmission mount, hidden axle adjusters, and internal fork stops. The fork neck is set for races and bearings and is available in 2-inch forward stretch or 5-inch forward stretch in either a 33-degree or 38-degree rake. This chassis will also accept a114 or 120 Merch motor.

Get yours today for $2,065 at Stylemaster • 6441 Northam Dr., Mississauga, Ont. LV41J2 • (905) 405-1234 • www.scmbikes.com.

STYLEMASTER • Fatman 230 FX (above)

Stylemaster has a frame designed to work with a 230-series rear tire, with belt drive. It is constructed of TIG welded, 1 3/8-inch, 0.125-inch wall thickness steel that's been turned by hand to a machine finish. It comes with swingarm, fender struts, axle, axis tube, splash guard, 1-inch primary offset spacer, 1-inch offset transmission mount, hidden axle adjusters, and internal fork stops. The fork neck is set for races and bearings, and is available in 2-inch forward stretch or 5-inch forward stretch in either a 33-degree or 38-degree rake. This chassis will accept a114 or 120 Merch motor without a shudder. This sleek baby will set you back $2,595.

Stylemaster • 6441 Northam Dr., Mississauga, Ont. LV41J2 • (905) 405-1234 • www.scmbikes.com.

SURGICAL STEEDS • Monoglide Frame Kit (left)

Surgical Steeds now offers the Monoglide chassis from their limited production Steed Musclebikes as a kit. It's compatible with all big twin motors, including H-D's Twin-Cam. The Steed Monoglide big rear tire frame kit includes a three-way adjustable Monoshock with a chrome coil spring. The Steed frame is also compatible with any Harley-style front-end assembly; your design options are virtually unlimited.

By placing the shock absorber under the seat, adjustments in compression, rebound, and dampening allow the suspension to be easily tuned to any riding condition. The Monoglide kits can be custom ordered at www.surgicalsteeds.com with any rake, stretch and powdercoated color on Steed's new secure online store.

Surgical Steeds • 9550 North 90th Street, Scottsdale, AZ 85258 • (480) 661-1990 • www.surgicalsteeds.com.

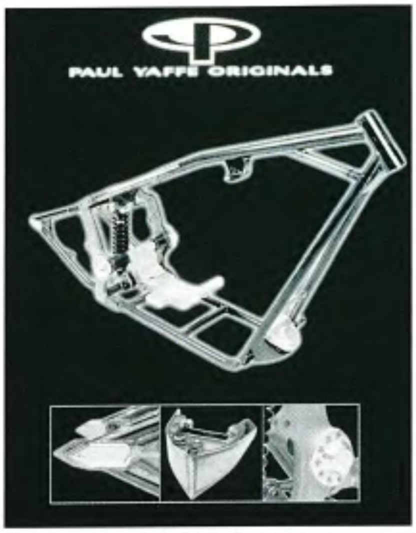
WEST COAST CHOPPERS • C.F.L. Rigid

No rest for the best in the West! West Coast Choppers brings you their CFL (Choppers For Life) Rigid frame. The mean-looking son-of-a-gun is built from 1 1/8-inch seamless tubing, with a rake set at 37 degrees and a choice of a 2-inch or 4-inch stretch up, and a 1-inch stretch on the backbone. Seat height at an ultra-low 20 inches. The chassis comes with rear axle, axle covers, hidden axle adjusters, billet aluminum polished oil tank, hidden stainless fork stop and dust cover. All joints are mitered, hand-fitted and TIG welded using precision frame jigs, plus all mounts and gussets are machined from billet steel. The CFL Rigid starts at $2,488. West Coast Choppers 718 West Anaheim St., Long Beach, CA 90813 • (562) 983-6666 www.westcoastchoppers.com.

WEST COAST CHOPPERS • Dragon Hidden-Shock-Style

Another West Coast Choppers wild creation is this hidden-shock-type frame that's built from 1 1/8-inch seamless steel tubing, with a built-in rake set at 37 degrees and is available with a choice of 2-inch or 4-inch stretch up, and 1-inch stretch on the backbone. Seat height is 20 inches. The chassis comes with rear axle, axle covers, hidden axle adjuster, winged or horseshoe-style oil tank, swingarm and pivot shaft. All joints are mitered and TIG welded, and the frame is assembled, using precision jigs. All mounts and gussets are machined from billet steel.

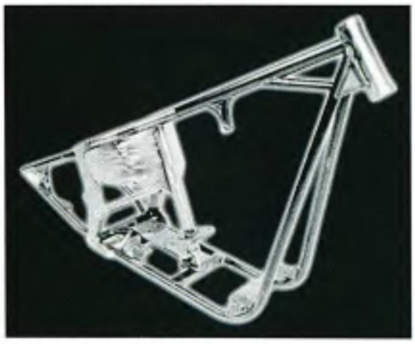
The Dragon frame can be your starting at $3,600. West Coast Choppers 718 West Anaheim St., Long Beach, CA 90813 • (562) 983-6666 • www.westcoastchoppers.com.



PAUL YAFFE ORIGINALS • Roadster

The Roadster is a urethane/graphite isolated frame featuring vertically mounted coil-over shock suspension and will accommodate up to a 250-series rear tire. It boasts 37.5 degrees of rake and a 4-inch overall stretch (2 inches forward, 2 inches more in the rear). A stretched gas tank and a special oil tank are available to match the chassis. All frame detail components are CNC machined to allow unique details such as stair-cased neck and axle accents with flush-mounted pivot shaft and rear axle sections. The motor mounts are machined from 6061 T-6 aluminum to accept solid or rubber-mounted drive trains as well as H-D Twin Cam.

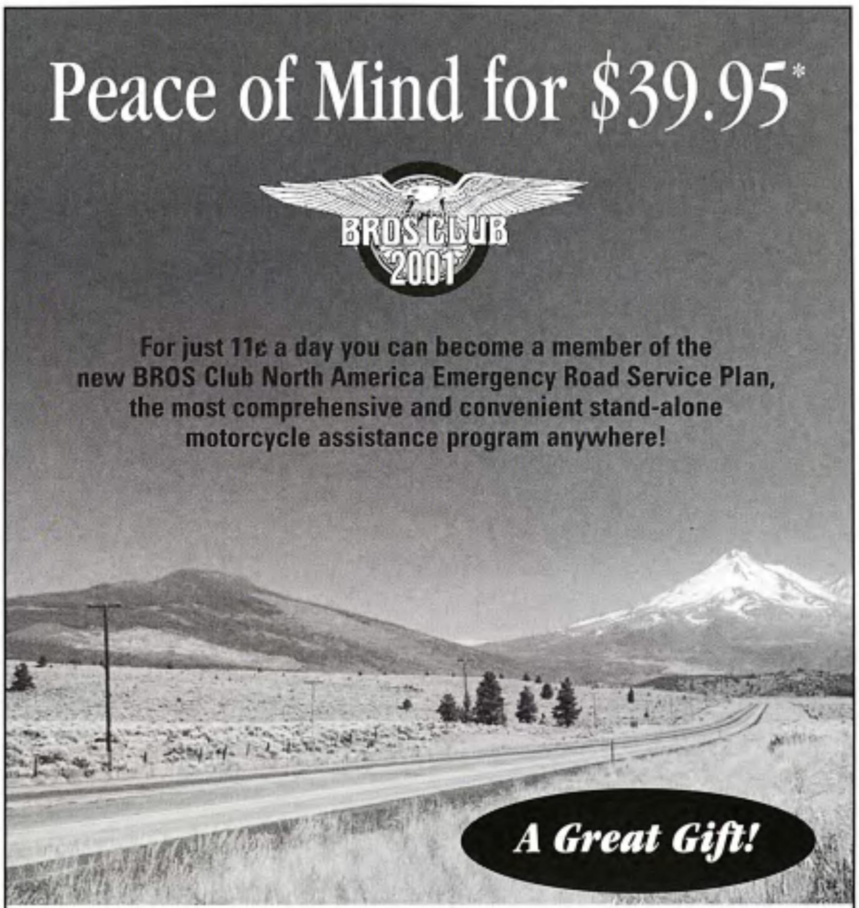
The kit includes chrome-moly frame and swingarm, suspension, urethane/graphite isolation system, hidden rear axle, billet motor mounts, and all necessary hardware. Paul Yaffe Originals, 2211 E. Indian School Rd., Phoenix, AZ 85018 • (602) 840-4205 • www.paulyaffeoriginals.com.



PAUL YAFFE ORIGINALS • Chopper

The Chopper is TIG welded from 0.120-inch wall chromoly tubing, with CNC frame components, and it perfectly reflects the classic American chopper profile. Available in both rigid and suspended style, it features a 6-inch up stretch, 40-degree rake, flush swingarm pivot bolts, hidden rear axle, radical styled oil tank, and internal wiring looms. It is available for virtually any type of engine and tire configuration, including 250-series rear tire, and Harley-Davidson Twin Cam B engine.

Paul Yaffe Originals, 2211 E. Indian School Rd., Phoenix, AZ 85018 • (602) 840-4205 • www.paulyaffeoriginals.com.



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One From The Heart

THOROUGHLY RIGHTEOUS RIDE

Did you ever think you'd live to the year 2001? We here at *Easyriders* sure as hell didn't. 2001 is supposed to be when we have robots do all the chores, take shuttle flights to Mars for lunch, and ride Hover bikes through clear freeway tubes.

It's comforting to know that none of that crap came to pass and that in the year 2001 *Easyriders* is still bringing you stunningly sexy goddesses like Gisela here and righteous scooters like the one belonging to Paul Bonant of Simi Valley, California.

We first met Paul at our Easyriders Bike Show in Pomona a while back. He rode in on his pristine 1950 Panhead and we all crowded around it with admiring gazes. We thanked the gods of chrome and steel that in a world filled with computer chips and artificial intelligence, there is still a place for heart and soul. Bikes like this is what we are all about ...

To understand what this chop job means to its owner we have to go back in time to Northridge, California, back in 1962. "My neighbors Jack and Johnny were 16 year olds who drove chopped and channeled hot rods and choppers made from Harleys, Triumphs and even a Velocette," Paul recalls. "These guys were wild! I remember one scene where Jack was towin' Johnny's chopped candy blue Velocette bike with a '53 Studebaker. Johnny had been trying to start the scoot after an engine rebuild. The battery was low and all he was getting was backfiring. So Johnny coasted back into the garage to remove the engine and restyle the heads and cases with a five-pound sledgehammer! It was quite a sight!"

Paul remembers that girls were drawn to the bad boy image and were always hangin' around Jack and Johnny. "These chicks were dangerous-lookin'," Paul chuckles. "They had 10-inch ratty hair-dos, plucked their eye brows with channel locks, and applied make-up with bondo spreaders. They were out of control! I guess you could say I lived in Mechanicsville ever since."

Bonant lived in a high-octane world of hot rods, Harleys, and wild women that he says was like American Graffiti on steroids. "I've built go-carts, mini-bikes, low riders, show trucks, street rods, and rode a '78 Shovel for a while. Then I decided it was time to build a Harley Panhead chopper." He rode around to local biker hangouts to check out the bikes and also attended our Easyriders Bike Shows for beer and educational purposes. "After years of collecting parts, pattern-making, fabricating, and welding, I built the bike you see here," Paul says proudly. "It's still not finished. There are things I'd like to improve. It's a bitch being a perfectionist, but very rewarding."

One-off goodies on this Pan include a very trick front brake and caliper bracket, the heads have been converted to an outside oil system, the handmade sissybar and pipes are by Lenny Lochmiller, there's a completely refabbed Super Glide rear fender with frenched '39 Ford taillight, and on and on. Paul would like to give special thanks to Donny at D&G Custom Cycles, Ed at Car Loonies, Lenny Lochmiller, machinists Rich Cuellar, Greg Jones, Allen Chase, and Ed Morill. Other helpful bros include: Bob, Pete, Allan, Warren, Gary, Tony, Jim, Allen, Evil Ed, Gerard and Roy.

Paul named our own David Mann as a major influence in designing the look of this chopper. As for the future, as long as we can ride rigid choppers like this one and pack luscious ladies like Gisela ... what the hell, bring it on.

—*Phantom*

Easyriders

See more of lovely Gisela by visiting
www.foryoureyesonly.com.

passin' gas

A squad of American soldiers was patrolling along the Iraqi border. To their surprise, they discovered the badly mangled corpse of an Iraqi soldier lying in a ditch along the road. A short distance later, they found a badly mangled American soldier in the ditch on the other side of the road, who was still barely alive. They ran to him, cradled his blood-covered head, and asked him what the hell had happened.

"Well," he whispered, "I was walking down this road, carrying out my regular patrol, and I came across this heavily armed Iraqi border guard. I looked him in the eye and shouted, 'Saddam Hussein is an unprincipled, lying bastard!'

"He then looked me right back in the eye and shouted back, 'Bill Clinton is an unprincipled, lying bastard!'

"And we were standing there shaking hands when the truck hit us."

Joel Porter
The Web

Mad Dog is out shopping and discovers a new brand of condoms called "Olympics." Clearly impressed, he buys a pack. Upon getting home, he proudly shows them off to his ol' lady.

"Olympic condoms?" she snorts. "What makes them so special?"

"There're three colors," Mad Dog explains to her. "Gold, silver, and bronze."

"Oh, and what color are you going to wear tonight?" she asks.

"Why, gold, of course!" Mad Dog says proudly.

"Why don't you wear silver, instead?" asks his ol' lady. "It'd be nice if you came second for a change!"

Terry
West Chester, Ohio

Two doctors and an HMO manager died and lined up at the Pearly Gates for admission to heaven. Saint Peter asked them to identify themselves.

The first doctor stepped forward and said, "I was a pediatric spine surgeon and helped children overcome their deformities."

Saint Peter said, "You can enter."

The second doctor said, "I was a psychiatrist. I helped people rehabilitate themselves." Saint Peter also invited him in.

The third man stepped forward and said, "I was an HMO manager. I helped people get cost-effective health care."

Saint Peter said, "You can come in, too."

As the HMO manager happily strutted by, Saint Peter added, "You can only stay three days."

Scary Larry
The Brass L Ranch

Mrs. Smith was a hypochondriac, and her physician, Dr. Jones, was fed up with her never-ending complaints about her nonexistent illnesses, so he started palming her off with a mild sedative to keep her happy.

One day she came in, moaning about chest pains as usual, and the doc prescribed his usual treatment. This time, however, the pain was real, and Mrs. Smith died of a heart attack that very evening. When he heard of her death, Dr. Jones was so upset he died of shock.

As luck would have it, Mrs. Smith and Dr. Jones were buried next to each other in the local cemetery. The next morning, Dr. Jones heard a tapping on his coffin, followed by a voice saying, "Dr. Jones, this is Mrs. Smith ... do you have anything for worms?"

R.M.
On the Road

A biker stops at a roadside saloon and spots a knockout of a blonde leaning against the bar, so he sidles over and starts chatting her up. First he asks her name.

"Carmen," she replies.

"Carmen ... what a sexy name," he says. "Did your parents name you that?"

"No, I named myself."

"Oh, that's interesting. Why 'Carmen'?"

"Because I like cars, and I like men," she says, gazing seductively at him before asking, "And what's your name?"

"Beerfuck," replies the biker.

The Tillerman
Drillin' for Oil

A blonde had just totaled her car in a horrific accident, but miraculously she'd managed to pry herself from the wreckage without a single scratch and was applying fresh lipstick when the state trooper arrived.

"My God!" the trooper gasped. "Your car looks like an accordion that's been stomped on by an elephant! Are you okay, ma'am?"

"Yes, officer, I'm just fine!" the blonde chirped.

"Well, how in the world did this happen?" the officer asked as he surveyed the wrecked car.

"Officer, it was the strangest thing!" the blonde began. "I was driving down the street when, from out of nowhere, this tree pops up in front of me! So I swerved to the right, and there was another tree! I swerved to the left, and there was another tree! I swerved to the right and there was another tree! I swerved to the left and there was ... "

"Uh, ma'am," the officer interjected after taking a quick look at the heap's dashboard, "there isn't a tree on this road for 30 miles ... that was your air freshener swinging back and forth."

Handsome Hank
Portsmouth, N.H.

Timmy the rugrat awakened in the middle of the night by strange noises coming from his parents' room, so he decided to investigate. As he cracked open the bedroom door, he was shocked to see his mom and dad going at it for all they were worth. "Dad!" he shouted, alarmed. "What're you doing?"

"It's okay," replied his father. "Your mother wants a baby, that's all."

Young Timmy, excited at the prospect of a new baby brother, was pleased as all hell and went back to his bed with a big smile on his face.

Several weeks later, Timmy was walking past the bedroom and was shocked to see his father licking furiously on his mother's honey box. "Dad! Mom!" he shouted, "What are you doing *now*?"

"Son, there's been a change in plans," his mother replied. "I wanted a baby, but now your father wants a new Harley."

Rocky
Florida

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Paul Bonant
City: ....Simi Valley, California

General

Fabrication: ....owner and bros
Year/make: ....1950 Harley-Davidson
Model: ....Panhead chopper
Assembly: ....owner
Chroming: ....South Bay Chrome

Engine

Year/model: ....1950 Panhead
Rebuilder: ....Greg Jones
Ignition: ....points
Displacement: ....74 cubic inches
Lower end: ....H-D
Balancing: ........M.C. Concepts
Pistons: ....H-D
Heads: ....1948 H-D
Cam: ....Andrews
Lifters: ....solid
Carb: ....S&S Shorty
Air cleaner: ....sectioned S&S
Pipes: ....Lenny Lochmiller

Transmission

Year: ....1985 STD case
Modifications: ....RevTech gears
Shifting: ....jockey

Paint

Molding: ....owner
Painter: ....Ed Montanez at Car Loonies
Color/type: ...special mix/House of Kolor
Special paint: ....wicked flames and pin-striping by Gary Berg

Frame

Year: ....1957 repo
Type: ....rigid
Builder: ....Paughco
Modifications: ....38-degree rake, 2-inch stretch, neck gusset
Other alterations: ....neck gusset

Accessories

Bars: ......13-inch apes by Cal. Designs
Risers: 4-inch
Handlebar controls: ....Performance Machine
Fenders: ....modified Super Glide
Headlight: ....Drag Specialties
Taillight: ....'39 Ford
Speedo: ....'40s-style Bull's Eye
Dash: ....stretched steel
Pegs: ....Ness
Electrics: ....owner
Foot controls: ..Performance Machine/owner
Gas tank: ....fatbobs
Oil tank: ....horseshoe
Oil system: ....S&S
Primary cover: ....H-D diamond
Seat: ....Gary Bang
Sissybar: ....Lenny Lochmiller
Mirrors: ....none
Grips: ....Drag Specialties rails

Forks

Type: ....UL Springer
Builder: ....H-D
Modifications: ....damper

Wheels

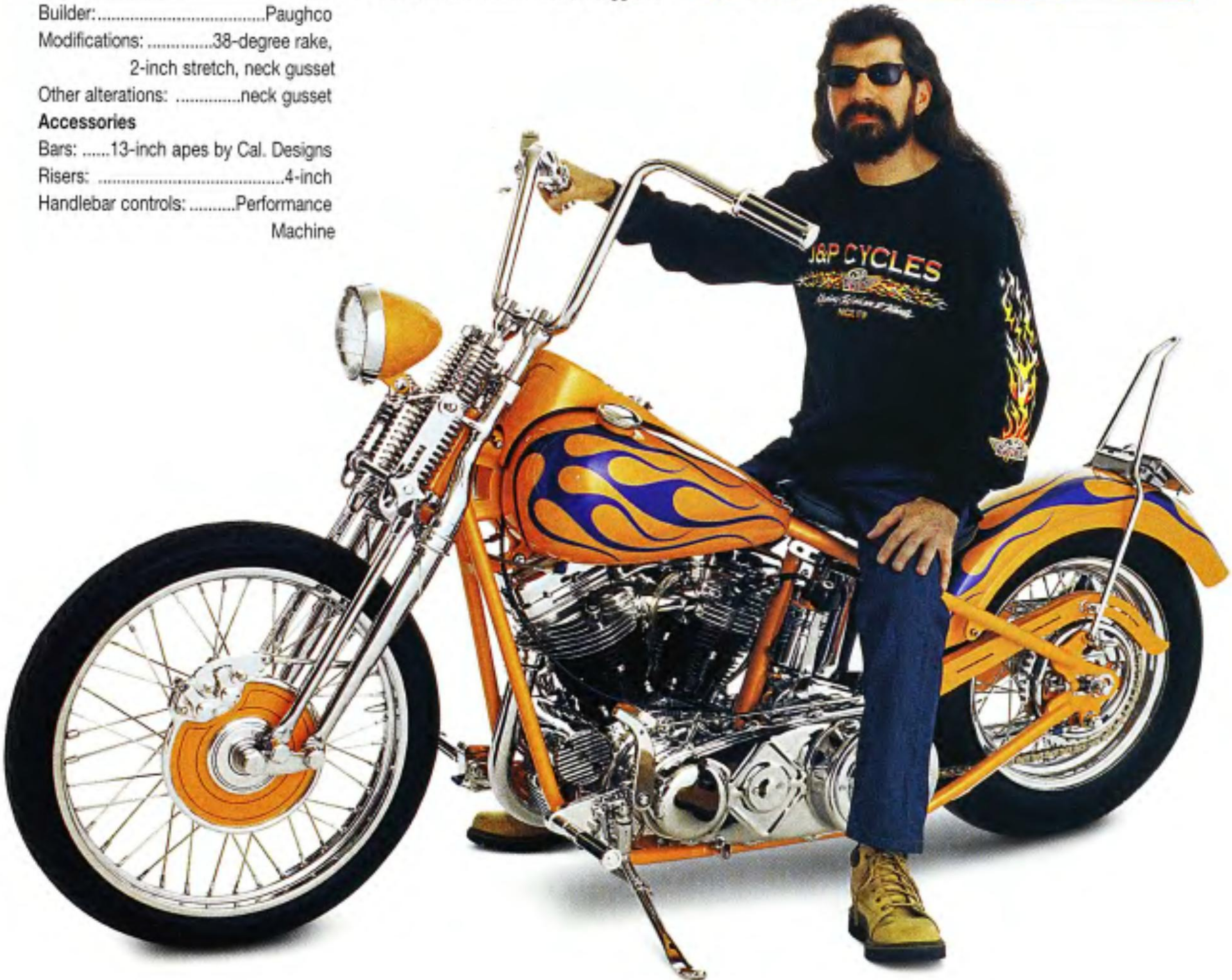
Front

Type: ....Mid-star
Size: 21-inch
Rim width: ....2.5 inches
Tire: ....Dunlop
Brake: ....one of a kind

Rear

Type: ....Mid-star
Size: 16-inch
Rim width: ....4.5 inches
Tire: ....Dunlop
Brake: ....drum

Photos: ....Jan Hagglund



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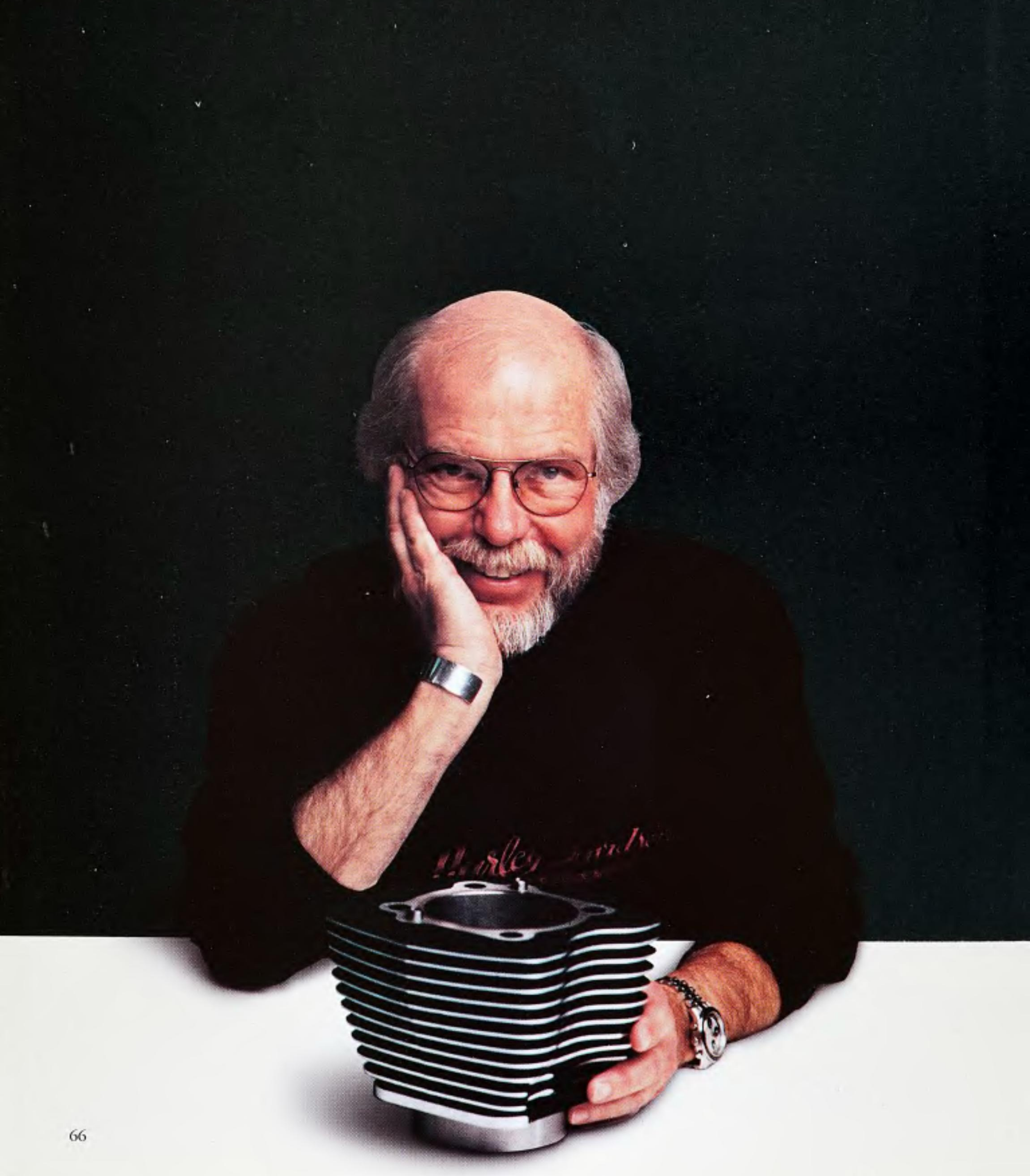
WILLIE G. SPEAKS OUT!

UP CLOSE WITH HARLEY'S V.P. OF STYLING



As we finally actually enter this new millennium of technological wonders and utopian bliss, we at Easyriders *(standing at the brink of our 30th year) thought it wise to check in with a man who has his finger on the very pulse of the lifestyle we hold dear. Of all the bikers who live in this golden age, one stands alone as the da Vinci of Harley design. If one wants to know what the Harley-Davidsons of the year 2030 might look like, there is only one man to ask. We went to the source directly. This oracle of all things two-wheeled is the very Merlin whose wand has always been the sharp-edged pencil that sets the first strokes, which eventually become the fire-breathing motorcycles we all ride.*

As the world prepared to head out on the highway for the 60th Sturgis Rally & Races (Willie G.'s 23rd year in a row), we pulled up a chair and kicked back with none other than the Vice President of Styling for the Harley-Davidson Motor Company (designing how your Harleys look since 1963) and asked Willie G. Davidson to give us a glimpse into the moto-future.

Willie G., Louie Netz, and a staff of six others in the Styling Department are responsible not only for the way future Harleys will look, but are carrying the ancient tomes of tradition and the flame of H-D heritage into the new world of high-tech wonders. We found Willie G. to be the friendly, good-natured brother you'd expect him to be, and he was glad to share his past as well as a bit of the H-D future with Easyriders. *Here's what he told us.*

—Phantom

Easyriders: What was it like to grow up in the Harley-Davidson family?

Willie G. Davidson: My dad was a great rider and won the Jack Pine in 1930. He only lost two points in the two-day event and his name is on the famous "cow bell" trophy. I'm an avid collector of motorcycle memorabilia and recently found a poster with my dad's name across the top and a great picture of him. Growing up around all the action at Harley-Davidson was very exciting for a young boy who waited anxiously for Dad to come home. My dad rode daily even during the winter months. I used his side-car rig quite a bit once I started riding. It was a Panhead with a reverse tranny, which was a police option back then. It was a blast. I was exposed to two-wheelers early in life and Dad would take my brother and me to the Milwaukee Mile and dirt track racing became a real passion for me.

ER: When did you ride your first Harleys and what models were they?

WG: Back when I started riding there were no mini-bikes really so my first ride was a Model S Harley. It was a single 125cc two stroke with a girder fork end and rubber band suspension. I was 14 years old. I started customizing them right away. I had a 165cc Hummer that I cut and customized the sheetmetal and did some custom painting. I guess I was always the artist, playing with the shapes of those bikes. Then I got a K model and customized that, I also rode a lot of enduros. I was split between two passions; one was off-roading and the other was customizing.

ER: When you were a child, did you draw new Harley designs?

WG: I'm one of those lucky people who showed an interest in the world of design very early in life. I'm interested in all forms of art and still do water-color paintings. My paintings aren't for sale; they're just a way for me to relax and I give them to family and friends. My interest in design goes way back. I showed a certain aptitude for drawing and design as a kid in school. Drawing vehicles was always an interest for me. While other kids were playing baseball, I was drawing. This led me to the University of Wisconsin where I majored in Art but I was searching for a school to show me the ins and outs of design. Then I discovered the Art Center in Pasadena, California. I packed up my sketch pad and was off to sunny California. That was a great time.

ER: When did you start working for Harley-Davidson and what was your first position?

WG: My first job for Harley was as Design Director. That was my area of expertise. My dad never would put my name on the door though (Willie chuckles). I was designing at a firm called Brook Stevens in Milwaukee at the time. I spent time with Brooks right out of school and was moonlighting for H-D. It was apparent that the Motor Company needed a full- time design department and I came on board. I've always had a lot of freedom to create various products at Harley and haven't been hampered by too many people or committees. Of course, not all of our designs make it to production, but I'm mighty proud of the ones that have. It's been a great ride.

ER: Of all your designs, do you have a favorite or favorites?

WG: I'd have to say the '71 Super Glide. It was sold in small numbers but set the pace for the FX lineup. Back then we just built Sportsters and big twin touring bikes. We didn't have any custom motorcycles. The idea was to make a true factory custom with unique shaping and trim. The Super Glide created a whole new family of bikes. It was the nucleus of the FX family and eventually, the Softail line.

I'm also very proud of the 1977 cafe racer Sportster, the XLCR. In fact, I still own the very first one. Another groundbreaker was the first Low Rider. It was the next major revision to the Super Glide. It was very popular and helped us through some tough times. The FX line continued and led to the Softail frame, which allowed us to create the Heritage and the Fat Boy, our bestsellers world-wide.

One of my favorite recent designs is the Softail Deuce. If you really study it, get down to the individual details and analyze what we've done, it's really a remarkable piece. It flows well and works well. It's also obviously not anybody's motorcycle but ours.

ER: Besides the XLCR what are some other vehicles that you've collected?

WG: I have a nice collection of old racers. I like race bikes because they simplify a motorcycle down to just an engine and two wheels. They're about raw performance at its simplest. To me, that is what a motorcycle should be about. I have an old eight valve and a pea shooter. I have a WR, a KR, an XR and a very nice VR.

I'm also into hot rods. I have a big barn on my property that houses a '34 Chevy Sedan Delivery with a chop top. I also recently had photos of my '32 hi-boy "Deuce" taken with a black Softail Deuce sitting right next to it. I figure that Harley-Davidson is an American icon and so is that old deuce. I also have a '34 Ford resto-rod. All the cars have modern powerplants for reliability.

I was fortunate to work with Ford last year on the Harley-Davidson Ford F-150 truck. Our design team went to Detroit and worked with Ford designers, talked about features and put together some mock-ups just like we do with motorcycles. I just got one of the new H-D Fords. Naturally, I lowered the hell out of it.

ER: What's your vision of future Harley-Davidson motorcycles?

WG: Our studio is full of future products on the drawing boards and my job is to keep the flame burning and keep our brand in a good relationship with our loyal customers. I believe in keeping Harley-Davidson as a recognizable product with new features but don't disregard our heritage. The Deuce is a good example. It represents an important philosophy at Harley-Davidson and can be looked at as a pacing vehicle for years to come. Believe me, we have some very exciting stuff coming.

ER: You must be very proud of the styling of the Softail Deuce.

WG: I am, and we had a great team working on it. Louie Netz is a great designer for me and was very involved with the Deuce. Our model makers and tech people combine to make a really great team.

ER: Please comment on what you think of the Harley clones out there made by small companies such as American IronHorse, Big Dog, Ultra, etc. Is imitation the sincerest form of flattery?

WG: There's two answers to this. First, I think that bikes being built such as you mentioned really emphasize the fact that the V-twin Harley engine is the preferred baseline for these customs. I think that it is a form of flattery because so many of these bikes are so close to our designs. I find it frustrating that they get so close, which keeps us on our toes. Secondly, I think that having so many V-twin motorcycles on the market could be confusing to the new rider. They think they're buying a Harley but they're getting something else.

I'm very proud of being allowed to be creative and doing these new models at Harley. I'd hate an assignment where your next job is to come as close to copying "Model X" out there as you can. I'd enjoy creating a vehicle that has handsome form and shape and also its own unique design elements. I think you have to go your own route and create a vehicle to be proud of.

ER: How do you feel about what is happening in the motorcycle industry right now?

WG: It's a very exciting time. We live in strong economic times. There's money to be utilized for fun things like motorcycles and there are a lot of people on both ends: youngsters just getting into bikes as well as people whose kids have left the nest who find a motorcycle appealing. H-D stays very close to the customer, providing rides and events through our dealers, through the Harley Owner's Group, etc. Add to the pile the fact that our vehicles have been seen everywhere ... used in fashion photo shoots, on TV and in movies; rock stars and celebrities own our bikes and that helps to maintain our brand as a household word. We've watched this grow and it's created a popularity like we've never seen before. An important part of my job is to keep the brand exciting.

ER: Harley has taken the top spot in the U.S. marketshare from Honda and now owns nearly 27% of the global market for over 651cc machines. How does that feel after going through the dark days?

WG: I'm very proud of our record whether it be financial, or the number of units produced. I've been fortunate enough to have lived through the early years and to have been around for the changes. We barely survived through 1983 and '84 and then the Evo engine came out followed by the Softail frame. We transitioned from the dark days to being able to see the light at the end of the tunnel. We're an American company that might have gone out of business, but now we're riding on top. I believe in staying true to our customers. I've always seen our customers as friends.

ER: Let's talk about the future a bit. Where do you think Harley-Davidson styling will be in 10 years?

WG: Technology is going to continue to play an important part in vehicle design. Our styling department will share in that. The special design talents of our engineers will help us to continually improve overall reliability. I think you'll find that our bikes will become more and more user friendly. Everything continues to improve through research and development from the chassis on up. We constantly strive to im-

prove aerodynamic function, increased engine life, and real world rideability. These are the kinds of things that are written into the walls here at Harley. I will always try to keep Harley-Davidson motorcycles a pure statement to the best of my ability and my team's ability. That has to do with creating a handsome sculpture that showcases a motor and wheels, which is what a motorcycle is. I don't ever want to forget that, and don't want to design something that loses track of that. Sometimes a design can push the envelope to the point that it is unique and different by being shocking. We want to stay pure as best we can. The challenges in future design have to do with new regulations and rules that can make it difficult to stay true to the classic look and feel of what a Harley is. We have to monitor that and use our design skills to produce a simple, elegant, great-looking motorcycle. I think that can be a real challenge.

ER: What kinds of innovations will we expect to see in styling in the next few years?

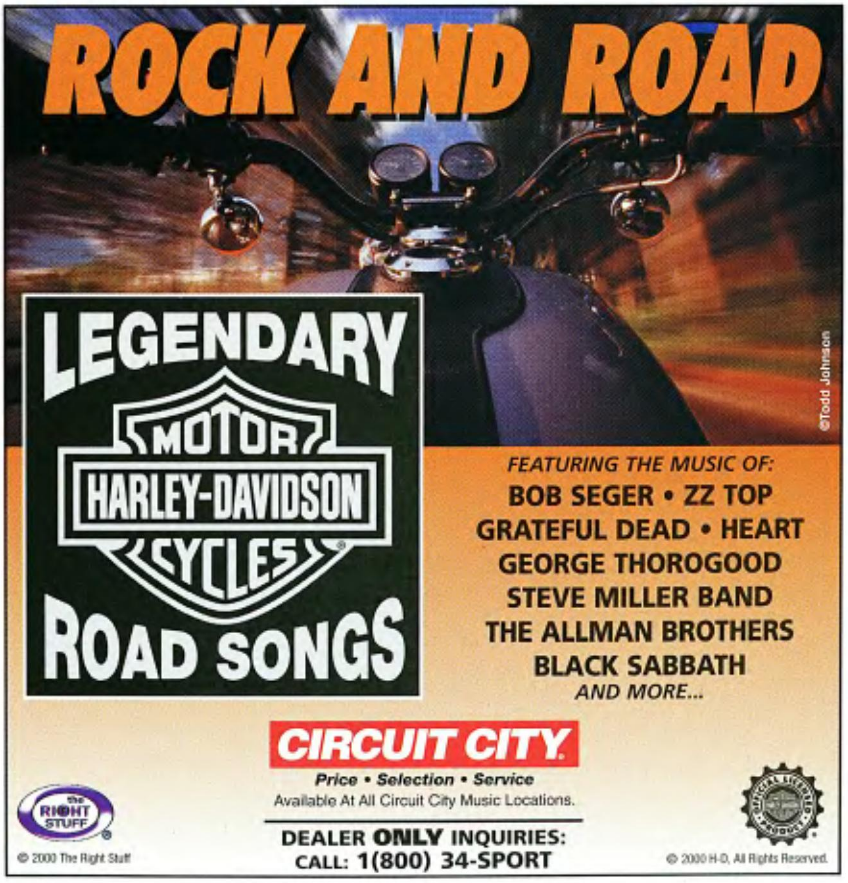
WG: Look for innovative styling along the lines of the Softail Deuce. We just completed a new limited production of what we call the Wide Glide 2. It's bright red with flames; it's a gas. Custom vehicle designs such as this are great fun for the department. The Limited Run bikes allow us more freedom. Also new this year is the FXDX with fairing and adjustable windshield. It has cool Space Age saddlebags that are expandable to accommodate a lot of stuff. I'm always looking for that one piece that gives a bike its identity and we spend a lot of time on the minute details. As the interest in big V-twins has exploded, it's developed a huge market for add-ons. We want to be the leaders in this and provide good products that work well and look great.

ER: The whole world knows you as Willie G. What does the "G" stand for?

WG: Well, that's a family thing, y'know. I always tell people the "G" stands for Gears or Goal or Glide or Grumpy ... depending on how the day is progressing.

One thing is certain: as long as Willie G. is at the helm of the H-D Styling Department the "G" will stand for pure Gold. This is one biker who truly keeps the Harley flame alive for us all.

—Phantom Dave



IN THE WIND

What it's all about—bein' in the wind. *—Blue Bike Mike, Newburgh, N.Y.*

"We like to eat and wear critters!" *—John Giencke, Montello, Wis.*

Bolted-on at the Freedom Fest. *—Bret Brandt, Humboldt, Iowa*

A hot motor feels good at 20-below.

—S. Dodds of Trace and Kim, rest stop at Coos Bay, Ore.

Brittany Love, B.B. Gunns, and Marley match melons. *—B.L. Productions, Myrtle Beach, S.C.*

Many happy years of puttin', folks! *—Bob Taylor, Laconia, N.H.*

She puts a squeeze a squeezer. *—Robert Hansen, Santa Fe, Texas*

The boys are back in town. *—Vinny Taiani, Highland Mills, N.Y.*

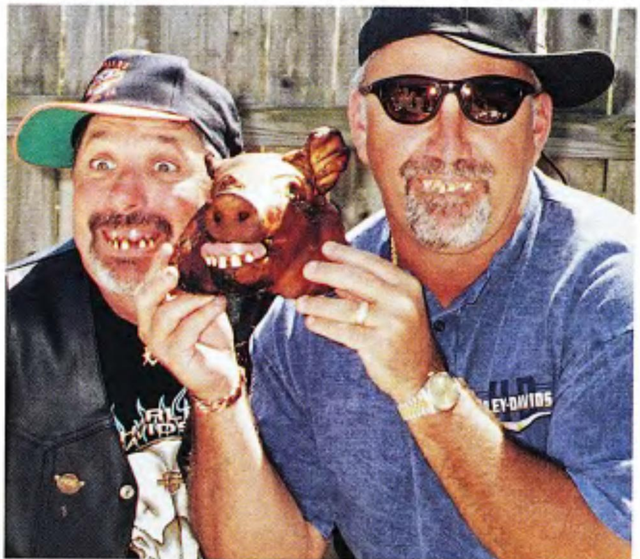
J.D. and Becka, two-up on a '65 Sporty. *—Carmen Hunt, Kansas*

"I keep my pants up with a piece of twine. You say you're mine ... then pull the twine." *—Michael Miller of Amie, Peoria, Ill.*

She's pretty aboard her Sporty. *—Lou Camerota, Myrtle Beach, S.C.*

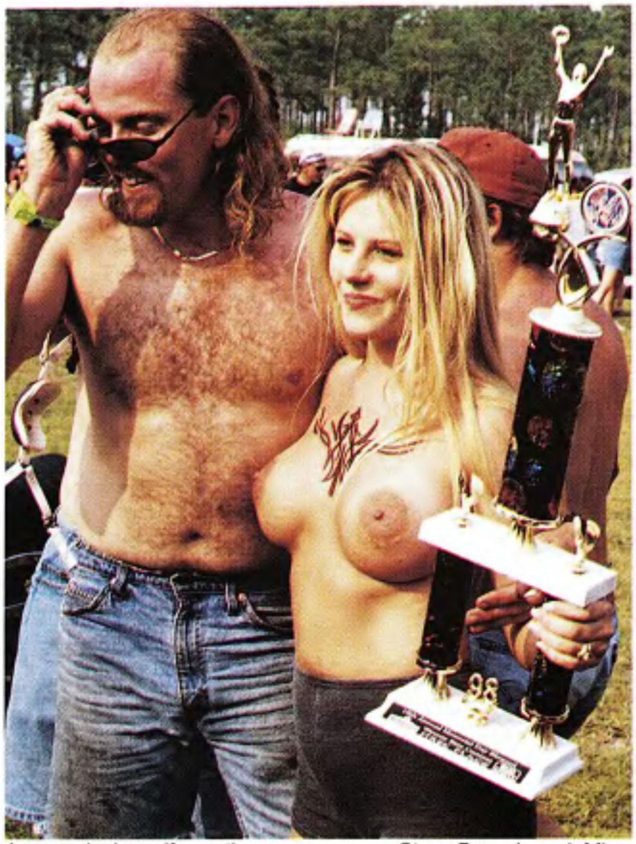
"Where's my Preparation H?" *—Michael Freitas, Cortlandt Mnr., N.Y.*

A lean, mean dancing machine. *—Chuck Decker, Ocala, Fla.*



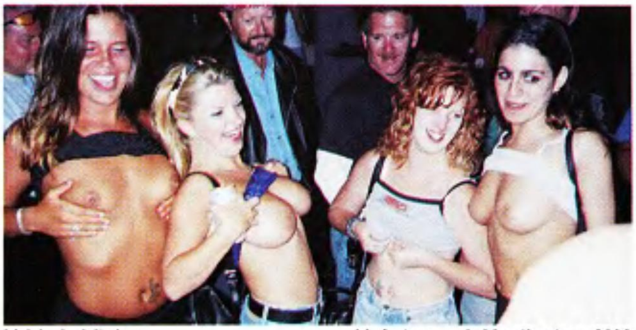
Let's make Billy Bob teeth illegal. *—Carl Boudreaux, Houma, La.*

Gathering of the tribes. *—Bondo, Havana, Cuba*



An award-winner if ever there was one. —*Steve Perry, Laurel, Miss.*

One lucky bro. —*Katmandu, Port St. Lucie, Fla.*



Udderly bitchen. —*V. Antonucci, Huntington, N.Y.*

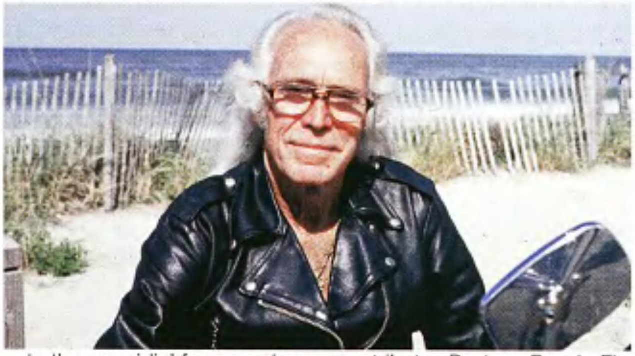
Hangin' on and haulin' at FORR Pud Pounders Party 2000. —*Stripe, Lone Jack, Mo.*

ABATE of Calif. Local 3 Manna Run. —Bomber, Newbury Park, Calif.

"What's a ferret doing in there?" —*Jamie Bergen, Bunker, Mo.*

Watch out for bugs. —*John Morgan, Laughlin, Nev.*

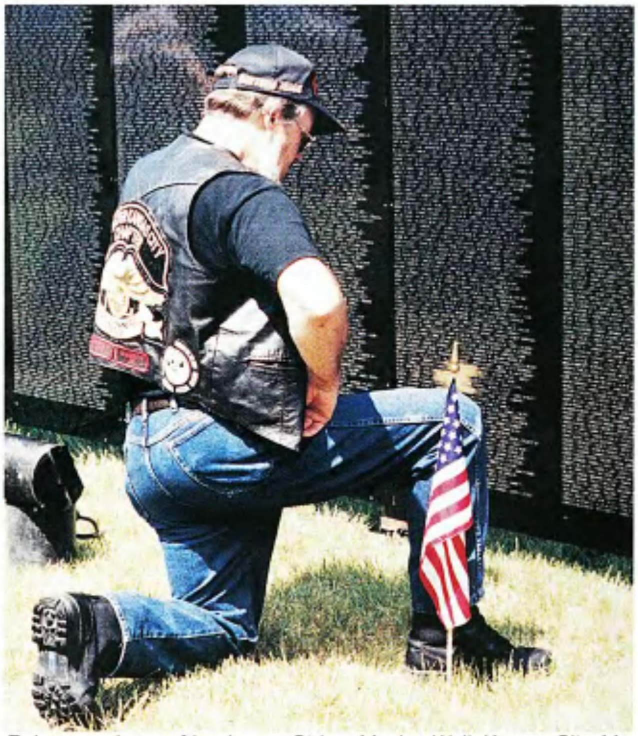
From the Plains ... —*Terry Orr, Des Moines, Iowa*



... to the sea, ridin' free. —*unknown contributor, Daytona Beach, Fla.*

A sneak peak at Myrtle Beach. —*Ray Owens, Welcome, N.C.*

Brake lights on her tits? —*The Ghost, Salem, Va.*



Bob remembers a friend. —*Stripe, Moving Wall, Kansas City, Mo.*

... one smooth-talkin' biker. Is it him? —*David Wagner, Raleigh, N.C.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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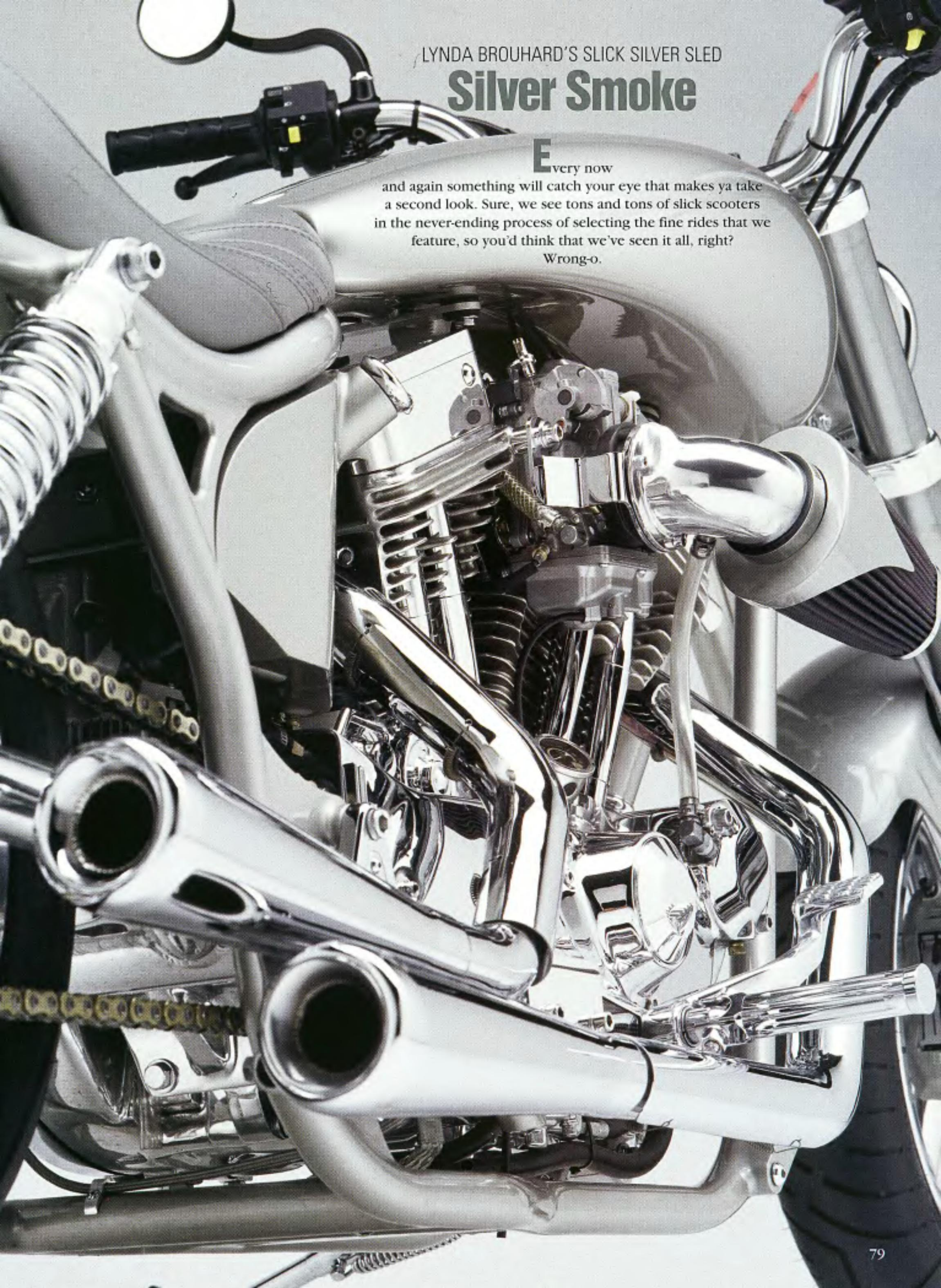


LYNDA BROUHARD'S SLICK SILVER SLED

Silver Smoke

Every now and again something will catch your eye that makes ya take a second look. Sure, we see tons and tons of slick scooters in the never-ending process of selecting the fine rides that we feature, so you'd think that we've seen it all, right? Wrong-o.

Poised here in none other than Mercedes Benz #702 Smoke Silver is a rolling testament to the fact that just when you've seen everything, someone will throw you a curve.

Linda Brouhard is the lucky lady who gets to call this sweet ride her own, and a curve is definitely what this bike was when we discovered it at our Easyriders Bike Show in Sacramento last year. It would appear, upon first examination, that this is one very clean rubbermount with a no-nonsense, "all business" kind of look. And that would be quite right. But to simply write it off as such would be a crime, as well as to exhibit poor powers of perception.

As you can plainly see, there's a Sportster engine hanging inside the purpose-built Mark Rowe rubbermount chassis, and if ya missed it at first glance, that's OK. See, when Lynda and her husband, Carl, decided to build this bike, they wanted something nice, something clean, and something innovative. As the owners of Brouhard Designs in Auburn, California, Carl and Lynda have been building one-off customs now for the last five years as an offshoot of Carl's custom paint business. Now, aside from being a full-time shop foreman at a Mercedes Benz service center, Lynda works with Carl on building their custom motorcycles. Talk about your dream machines.

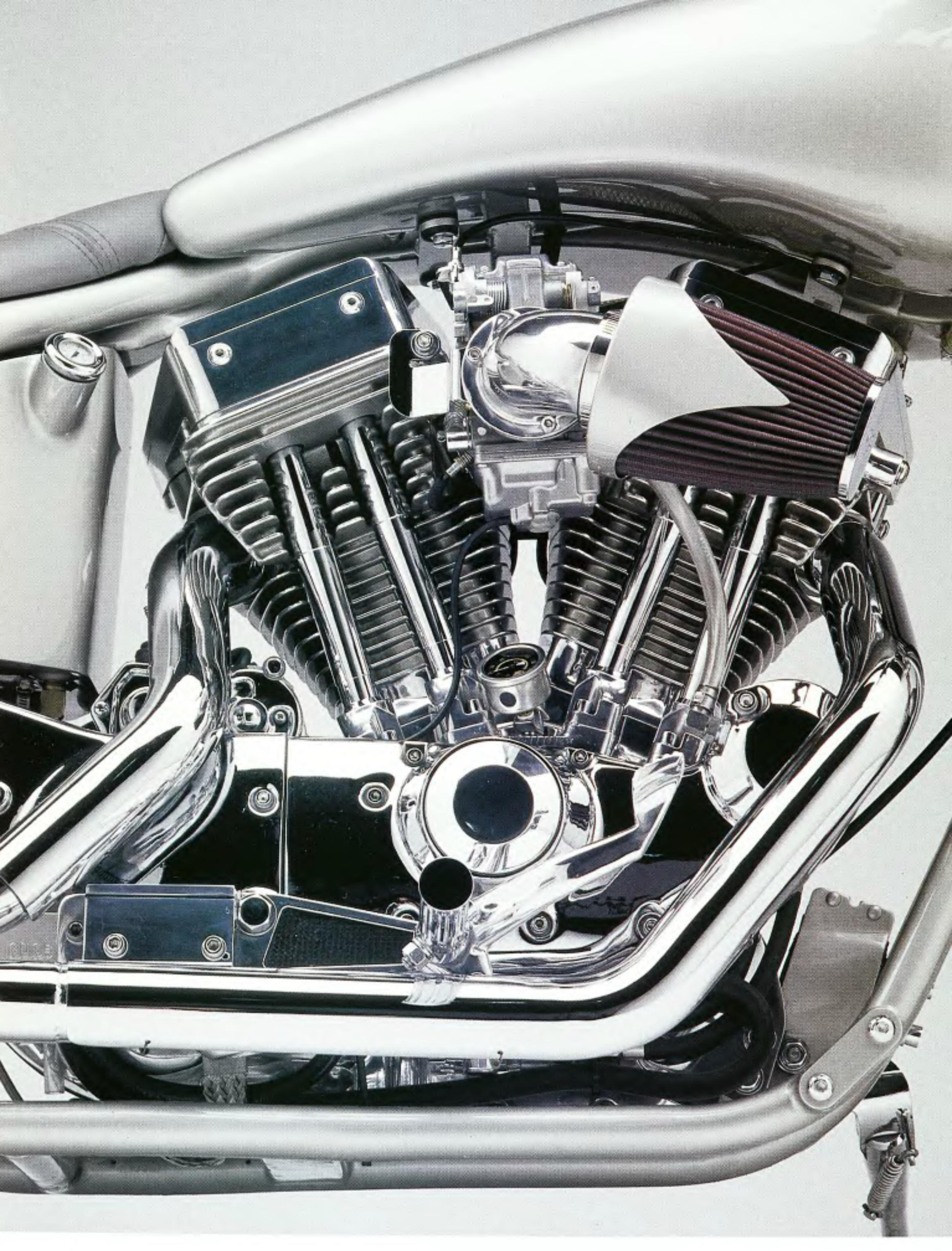
The Sportster engine used in this silver bullet was part of a non-rolling chassis that Carl took on trade for some of his trick

paint-work. As the idea mill started to churn, Carl and Lynda began collecting parts here and there for it, but the idea of building a spare parts bike eventually faded. Carl wanted his wife to have a fine ride, so they set out to build it with a few interesting design parameters in mind. One was that it shouldn't have to cost a mint, so Carl shopped for lots of factory Buell accessories in lieu of the usual gobs of billet. The second factor was weight. Not too many builders in the custom arena give a damn about their bike tipping the scales like a mature rhino, but Carl and Lynda decided to go "light."

Now if you're still shaking your head wondering why, consider that this bike only weighs in at a tad over 400 pounds. That's 200-plus pounds lighter than any stock Softie, and less weight means more speed, which Lynda will immediately tell you that this bike has plenty of. Another thing that was plentiful during the project was all of the help Carl and Lynda got from their friends in the area such as Don from Fat Katz who made Lynda the custom tank, Alfred "Bud" Price for the chassis setup, and Darrell Collier for the fine engine work.

Currently Carl and Lynda are planning a big twin-based FXR to mirror the style of this bike, which should be interesting to see at this year's Bike Show. We'll be watching.

—Wordman



Owner: Lynda Brouhard
City: Auburn, California

General

Fabrication: owner
Year/make: '99 H-D Rubbermount
Model: Sportster
Assembly: Lynda Brouhard
Chroming: Celebrity Chrome

Engine

Year: 1986
Model: Sportster
Rebuilder: Darrell Collier
Ignition: H-D
Displacement: 1200cc
Lower end: H-D
Balancing: H-D
Pistons: KB
Cases: H-D
Heads: H-D
Cam: Andrews
Lifters: JIMS
Carb(s): Mikuni
Air cleaner: Paul Yaffe
Pipes: Bub

Transmission

Year: '86

Paint

Molding: Brouhard Designs
Painter: Brouhard Designs
Color/type: Mercedes Platinum/ Sikkens

Frame

Year: '99 Rubbermount
Type: Sportster
Builder: Mark Rowe
Shocks: Works Performance
Modifications: 35-degree rake, 2-inch stretch

Accessories

Bars: Bianchi
Risers: Buell
Handlebar controls: Buell
Fender(s): Russ Wernimont
Headlight: H-D
Taillight: Paul Yaffe
Speedo: none
Dash: none
Pegs: Ness
Electrics: owner
Foot controls: Brouhard Designs
Gas tank: Fat Katz
Oil tank: Mark Rowe
Oil system: factory
Primary cover: H-D
Seat: Danny Gray
Mirrors: Paul Yaffe
Grips: Buell

Forks

Type: Buell
Builder: H-D

Wheels

Front

Type: Buell
Size: 17-inch
Rim width: 3.5 inches
Tire: Avon
Brake: Performance Machine

Rear

Type: Buell
Size: 17-inch
Rim width: 4.5 inches
Tire: Avon
Brake: Performance Machine

Photos: Michael Lichter

Meet August's Winner

Your August Fox Hunt winner, Windy, hails from the great state of Texas. They grow 'em big out there, and we're not talkin' about the height either. Windy loves to model and, up until she entered this contest, had never done this type of modeling before. Although she was a little nervous about posing, we assured her that she was in "good hands" and "not to worry, we do this all the time; everything will be fine." However, once a couple of the new guys started drooling and tripping over their anatomy, we knew we couldn't keep her here at the magazine to shoot. Luckily, our favorite Arizona photographer Paul Martinez was more than happy to set aside a few days to shoot her and show her around Tucson. In fact, we receive lots of letters from bros willing to give up their precious time to escort these lovelies around town. Guess what? Ain't gonna happen! On the plus side, Windy tells us she had a wonderful time and Paul was a perfect escort. And, the bike wasn't bad either. The bike in question was built by none other than master bike builder Jim Nasi. Flip over to page 99 and see what can be done with the right girl, the right bike, and a photographer in love with his work.

—Sherwood O'Dunner

Barbie—Arizona

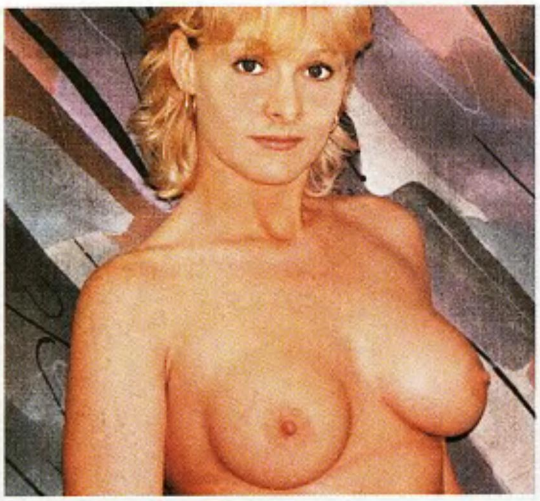
#101

"My first ride made my pulse pound and my blood race. Now, every chance I get I'm either riding one or posing on one. Any offers?"

Joseé—British Columbia

#102

"My first ride was through beautiful Canada. The humming of the engine, the wind in my hair, and my man in front ... what an experience!"



Lisa—Tennessee

#103

"The road, the wind, my man, and our Harley ... what more could a girl ask for?"

Robin—Pennsylvania

#104

"My first ride on a Harley reminded me of the first time I had an orgasm ... total ecstacy!"

Marie—New York

#105

"My first ride on a Harley was my first step to total freedom. From there it led to all kinds of things, including erotic pleasures."

Ashton—Texas

#106

"I was in Sturgis and this guy asked if I'd go for a ride with him ... topless! I then showed all of Sturgis they do grow 'em big in Texas!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #331 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes December 1, 2000. The voting deadline for this month's crop of cuties is December 31, 2000. We'll print the winner in the June 2001 issue.

Here she is, your September 2000 winner in our monthly Fox Hunt, Maria, #901, from New Castle, Pennsylvania. See more of her next issue.

331

FOX HUNT
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Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
I am _____ years of age, born ____________________
I will pose fully nude ____________________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

95-inch Twin Cam makes 104 HP and 106 ft/lbs. of torque at Sturgis 2000 on Rolling Thunder's Dyno

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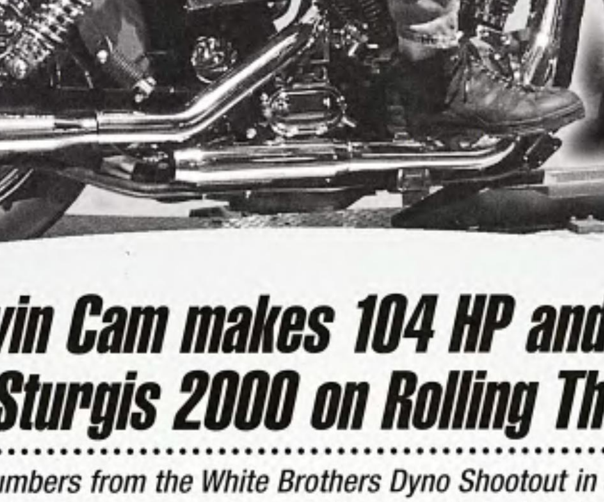

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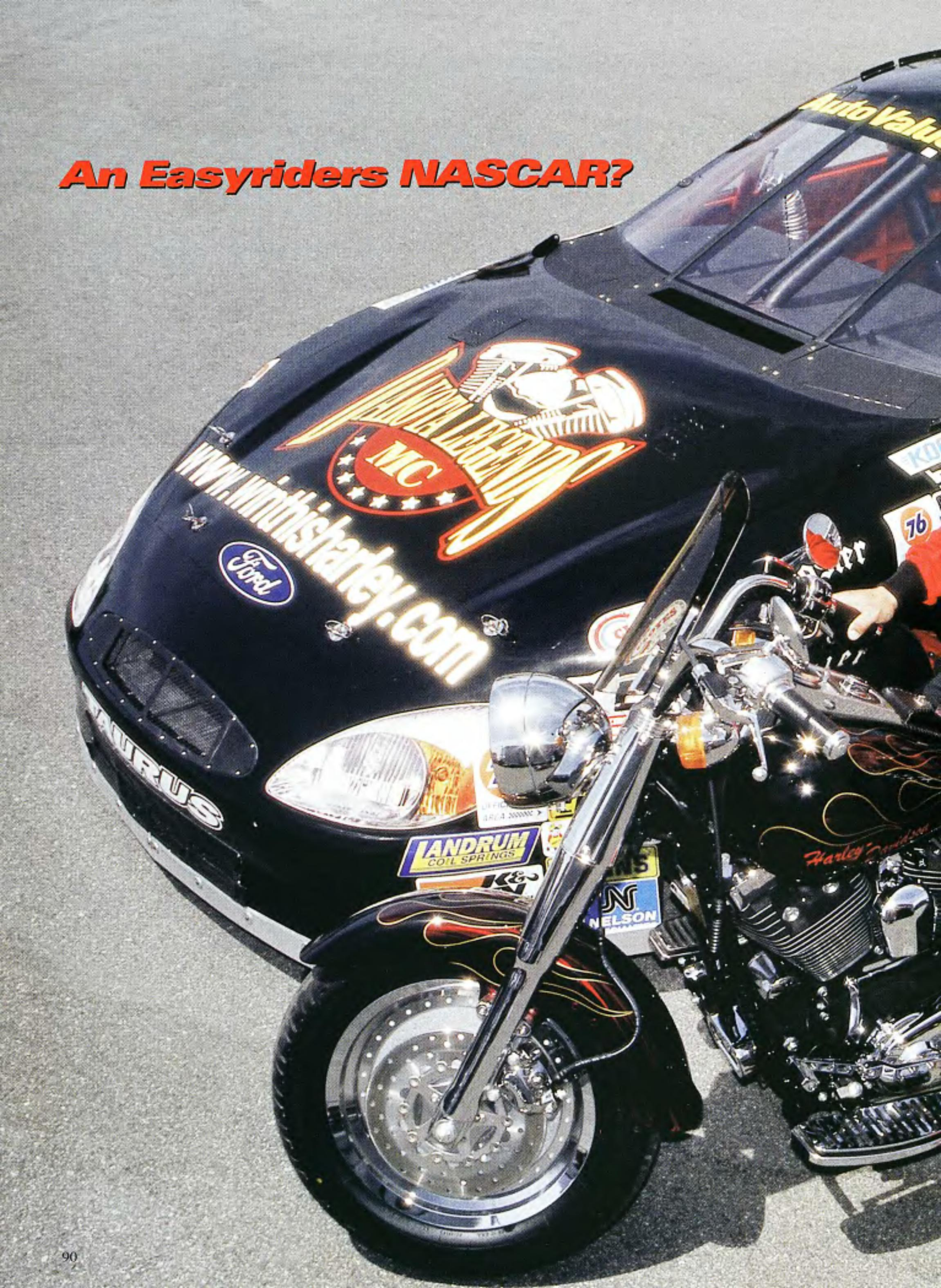
An Easyriders NASCAR?



Ever wonder why you never see an interview with Superman in print? It's because the Man of Steel (or in this case, Steele) is just too damned fast to stop and chat. That was the story when we tried to interview Harold and Tim Steele, owner and driver of this NASCAR Winston Cup Ford Taurus. Their No. 16 car proudly displays our *Easyriders* logo on the front fender, thanks to Harold, Tim, and Dakota Legends. Harold owns a tool and die company, HS Die, and he's also the founding father of Dakota Legends MC, a non-patchholder club for folks who enjoy putting and love sitting around talking bikes. Their club's motto says it all: "Too Fast! Too Loud!" Tim's love for motorcycles, race cars and just about anything that has to do with speed and makes a lot of noise while doing it, came together, with Harold's help, in this racin' cage.

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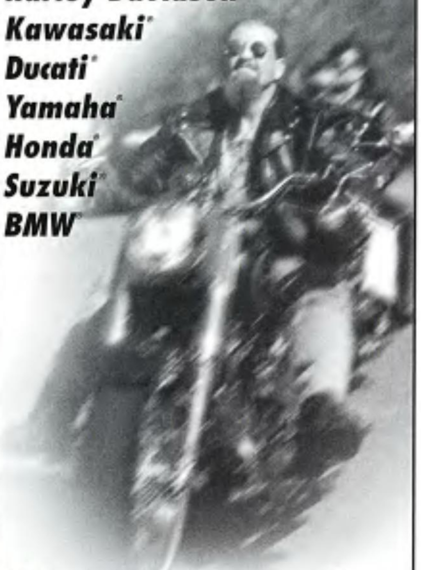

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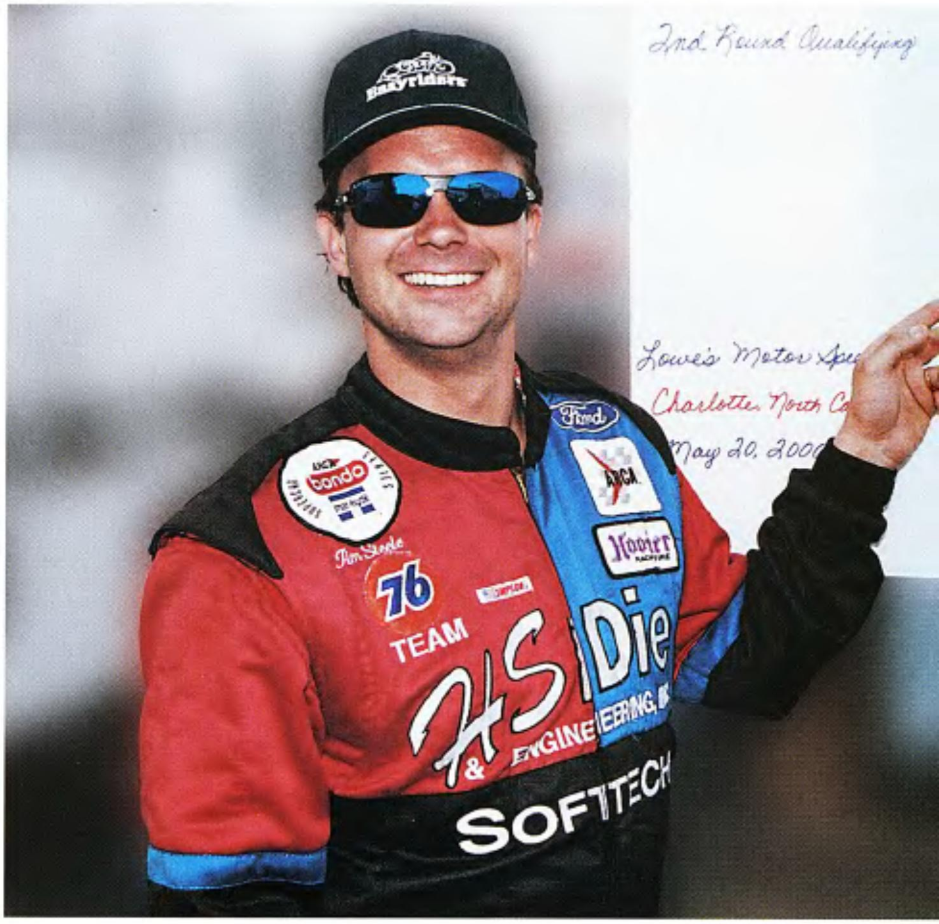

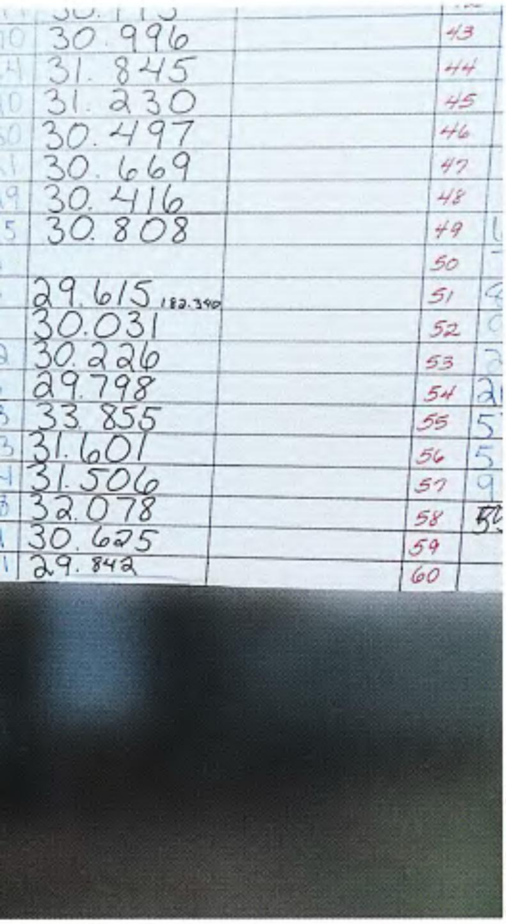

Unfortunately, Tim and ol' No. 16 here just kept blasting around the track and we weren't able to black flag him into the pits for a few words. Or, perhaps he just digs looking at our logo upside-down at 150 mph. Kick the tires and light the fires; it's a good life if you don't weaken.

For info on Dakota Legends, visit their Web site at: www.dakotalegends.com.

—Billy Bob Trash

Photos: Steven Rose

Being An Alpha Male Without Apology

Greg White's piece in Easyriders #329 about women needing to come up with some sort of international sign indicating whether or not they wanted to have sex is what motivates this following rant. Greg suggested that we, as package swingin' men, "need something simple and recognizable that says, 'Go ahead, guys, make your move. You could get lucky.'" Bullshit. It'll never, ever, no way in this or any other lifetime happen. It just won't. Besides, we don't need signals. Since when does a deer announce to the hunter, "Yo, Bob, drill me now, eat me later."

Back in the Õ60s, before the Gloria Steinems and women's lib fanatics of the world decided they would start to tell the hungry when it was time to eat, real men didn't need simple and recognizable signs. They put their pants on, looked in the mirror and said, "It's time to eat." Neanderthals followed a similar ritual several DNA patterns ago, although the polished reflection on a cave wall hardly did justice to their fearless visages (you know, bearded manly faces and all that). Didn't matter: the attitude was the same. And without attitude, you might as well sit in the boat with a net in your hand and hope the fish hop in like they do in some unpronounceable river in Romania. (True story. No tellin' if Romanian women are just as eager, but maybe some of our European readers could help us out there.)

If you ride a Harley, and I mean RIDE a Harley, the hungry will come to you. This politically-correct, biological-clock-ticking, men-waiting-to-be-told-what-to-do world is the result of our generation having been sold a bill of emasculating goods (that means de-balled) by those who wanted a taste of the power of attitude. When a woman is interested in sex, and is interested in having sex with YOU, she will let you know, folks. Clear as a stick of dynamite goin' off in a belltower. Problem is, we've let our ears get plugged with so much crap that we couldn't hear the space shuttle crash in our back yard.

It's damn well time to get the wax out.

Sure, it's gotten more confusing. Hell, live in Los Angeles, and you'll see some of the most beautiful women in the world locking lips with, gulp, some of the most beautiful women in the world. But one thing never, ever, ever, no way in this or any other life time, changes: women are drawn to power, pure and simple. It's a light and they're a moth. Forget all the crap you learned growing up about the sensitive male hee-haw gibberish. Jack Palance nailed it better than anyone has in years in a commercial he did a while back where all he said was, "Confidence is very sexy, don't you think?"

Can you imagine Jack sitting in one of those faggy pseudo Italian blathering latte bars wondering whether or not some scantily clad, bra bustin', fully ignited flesh flare wanted to burn into the night alone? By god, you wanna get back on track, just ask yourself this question for the

rest of your package swingin' life: "What would Jack do?" In fact, get a damn tattoo with the letters WWJD. Belts, shirts, hats, what the hell ever is needed to re-masculate the male species. Make it so.

We've let this whole dance get way the hell out of hand, and only we (read: men) can bring it back in line. The fact that you feel reservation about doing so is the clearest indicator that there's a SERIOUS PROBLEM at the door! Dude, if you have to ask if a woman is interested, you are probably well on your way to becoming a walking ATM, a guy to be talked about with her girlfriends as "nice", which translates into, "Guess he'll be spanking it tonight, because I don't want 'nice'ÉÓ

WWJD? If he saw a woman he liked, by god, and she was wearing next to nothing, he'd pull up a chair and look her right in the eye. It scares 'em most time, but hey, here's a life altering clue: they love it! Fear in proper doses is an aphrodisiac. Find a woman who says it isn't and you'll find one who's scared to let you know that YOU JUST FIGURED OUT THE A-NUMBER-ONE SECRET IN THE UNIVERSE!!!!!!

Jack knows this. Now you do too. Neanderthals knew it even further back. Growling from the chest or from the straight pipes is still growling. Be the light, dammit, before you extinguish yourself by thinking too much or starve the fire waiting for hope in the form of a clue breath coming from some libidinally strangled damsel in distress. Put on that jacket, those chaps, those boots, your proper hunting attire, and get the hell out there and feed yourselves! The tail does not wag the dog, and if we'd just get back to acting like men again instead of second guessing ourselves on how we think they think we should think men should act, you'd be amazed at the results.

See, they're always gonna look at us as being exactly as we've always been: sperm donating plumbing inspectors to be controlled with a whiff of come-hither. If you believe this to be otherwise, you are on drugs and should not be operating heavy equipment. But this doesn't mean you have to walk around with your tail between your legs, wondering if it's okay to be your biological selves. Be the dog, not the tail. Jack barks, dammit, he doesn't wiggle air. And ladies, he's got your international sign swingin'.

— Captain Trash, proud founder & president, WWJD Fan Club

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JIM NASI'S HAND-BUILT HAULER

Heavy Metal

Once upon a ride, there was a notion that buying as many neat gee-gaws as your shopping cart could carry was the way to build a bike. Think of it as a psychotic fever that ran rampant and fairly unchecked throughout our world. Now think of Jim Nasi as a face fulla cold water to bring things back into perspective.

Jim Nasi Customs specialize in hand-fabricated sheet-metal work. No plastic, no fiberglass. In fact, Jim's motto with respect to those pretenders to the material throne are simple: "We HATE that shit." (See a trend here?)

This bike's owner, Steve Ramacher, came to Jim with some definite ideas of what he wanted, basically something that had little vibration and a shitload of horsepower. An H-D Compensator on the 25-tooth engine sprocket (with balancing by Highway Choppers of Glendale, Arizona) helped with accomplishing the former; dropping a 107-cubic inch S&S wallbanger accomplished the latter. Hell yeah it did!

A Baker 6-speed tranny gives Steve all the overdrive he needs for jammin' up, down, and all points in between Arizona's borders. Jim said they swapped out the stock S&S carb for a Mikuni HSR-42 for improved performance, and the mid-range Crane cam lets Steve roll it on as well.

The Daytec rubbermount Episode 180 frame, outfitted with B&T air shocks, accommodates Steve's 6-foot frame fine enough. Jim modified a set of Carlini 1 1/2-inch bars to make the top end of the rest just as comfortable. The Carlini 55mm forks were a step up from a set of 54mms that Steve was used to, complete with flushed axle and sliders. Put the whole package together, and all you need is enough road to let the Dyna 2000i ignition fire the bluest of sparks.

All the hydraulic lines and wiring were run through the frame to keep things as sano as possible, and coupled with Deano's dark candy apple paint job and Mike Learn's graphics, Steve didn't have any complaints in the cosmetics department when the final product was unveiled. Actually, he was in the shop on a regular basis keeping tabs on his scoot's development, but even so, there's nothing quite like firing the finished product to stretch a few muscles across your face.

And speaking of, with an estimated 110 horsepower to the rear wheel, Steve's 2000 Nasi Custom ain't likely to run out of G-forces just itchin' to push his body back over the frame-welded rear fender. In fact, the only thing he'd probably want to hold onto tighter is wild woman Windy here, this month's long drink of water of a Fox Hunt winner from the great state of Texas.

Pigs that we are, you know that had to be thrown in. What also needs to be included is a special thanks from Jim to his metal-shaping mentor, Mr.Marty Wilcox. Whatever you taught him, Marty, it looks mighty damn good. If you have any tips on how to build women as fit and fine, please leave us a note at the nearest trough. —*Captain Trash*

Owner: ....Steve Ramacher
City: ....Phoenix, Arizona

General

Fabrication:...Jim Nasi Custom, Inc.
Year/make:........2000 Nasi Custom
Model: ....Rubbermount
Assembly:..Jim Nasi Customs, Inc.
Chroming: ....Concours Plating

Engine

Year/model: ....2000 S&S
Rebuilder: ....Chuck Ashley
Ignition: ....Dyna 2000i
Displacement: ....107-cubic inches
Lower end: ....S&S
Balancing: ....Highway Choppers
Pistons: ....S&S
Cases: ....S&S
Heads: .S&S (ported & flowed, Nasi)
Cam: ....Crane
Carb: ....Mikuni HSR-42
Lifters: ....JIMS
Air cleaner: Wimmer velocity stack
Pipes: ....Jim Nasi Customs, Inc.

Transmission

Year: 2000
Modifications: ....Baker 6-speed, Delkron cases
Shifting: ....Baker

Paint

Molding: Deano's (Tempe, Arizona)
Painter: ....Deano's
Color/type: ....dark candy apple/ Spies/Heckler
Special paint: ......graphics by Mike Learn (Deano's)

Frame

Year: 2000
Type: ....Rubbermount Episode 180
Builder: ....Daytec
Shocks: ....B&T Airt
Modifications: ....34-degree rake, 2-inch stretch, Pro-Street neck

Accessories

Bars: ....Jim Nasi Customs, Inc.
Risers: ......Jim Nasi Customs, Inc.
Handlebar controls:....Performance Machine
Fenders: ....Jim Nasi Customs, Inc.
Headlight: ....Headwinds
Taillight: ....Jim Nasi Customs, Inc.
Speedo: ....Custom Chrome
Pegs: ....Ness
Electrics: ....Jim Nasi
Foot controls: ....UMI
Gas tank:........D&D, Thunder Cycle
Oil tank: ....Jim Nasi Customs, Inc.
Oil system: ....Pro-Flow Pump
Seat: ....Guy Tieman
Mirrors: ......Jim Nasi Customs, Inc.
Grips: ....Jim Nasi

Forks

Type: ....Ceriani 55mm
Builder: ....Jim Nasi
Special features: ....chromed

Wheels

Front

Type: ....Performance Machine
Size: 21-inches
Tire: .....90/90/21 Avon Roadrunner
Brake: ....Performance Machine

Rear

Type: ....Performance Machine
Size: 18-inch
Tire: ....Avon 2000
Brake: ....Performance Machine

Photos: ....Paul Martinez

How Do You Know When You're Screwed?

Sometimes whatever happens first thing in the morning can set the tone for the whole day. Allow me to illustrate.

One bright, sunny morning I was going through my daily routine of scratching, cleaning, and banging my head against the wall while screaming, "I don't wanna go to work today," when a strange thing happened. I wasn't doing anything goofy, wasn't acting the fool or being a dumbass, yet somehow my pager managed to jump out of its handy belt clip directly into the toilet. I heard this "sploook" sound, turned, and there it was at the bottom of the bowl.

My initial response was to panic, which I did. That done, I had to figure out what to do. As far as I could see, I had two choices. Fish it out or flush it down. I tell you, if I had any indication that you could flush a pager, I would have. I sure as hell didn't want it back. But I figured it would just get lodged somewhere and I didn't feel like explaining how stupid I am to a plumber, so I grabbed a rubber glove and plucked it out.

I know enough about electricity that I was pretty sure that submerging a pager couldn't be good for it. Turns out I was right. Electrical devices react to water in much the same way I react to boiled turnips, only electrical devices don't puke. I originally learned about this connection from my wife who, because she insists on hanging house plants in questionable locations, has single-handedly watered not one, but two perfectly good television sets to death. I sometimes wonder about my better half. I mean, she's fun to have around the house but TVs are expensive. Maybe she was just trying to grow me a big screen.

Anyway, I pulled the pager out on the hope that it could be salvaged, but it was fried. It vibrated and beeped and generally threw an electrical seizure until finally the screen went blank. After that the day just kind of went to hell.

I've had enough shitty days so I can pretty much spot the exact moment when the downward spiral is about to begin. It's good to be able to recognize when the trap door has swung open 'cause it allows you to lower your expectations for the what's-to-come, thus eliminating any disappointment that might result from high hopes. Being the helpful guy that I am, I came up with the following list of shitty-day indicators just so you'll know when you're screwed and can write the day off. If any of this crap ever happens to you, you can pretty much prepare for things to take a downturn.

If your auto mechanic is wearing a watch that's worth more than your car.

If anybody, at any time, ever calls you "gringo".

If you hear the doctor who's doing your vasectomy say "oops".

If a cop walks into your favorite tavern and asks, "Was that your motorcycle outside?"

If you look in the rearview mirror and realize that the geeky kid you used to pick on in high school is now the burly cop that just pulled you over for speeding.

If you're gaggin' on a chunk of beef, just about to pass out from lack of air, and you hear a bro saying, "Oh, don't worry about him, he's always pulling that kind of shit."

If you catch a peek inside the cockpit of an airplane and see that the pilot is wearing a parachute.

If you fall asleep on that same airplane and wake up in a country where everybody is carrying Russian machine guns and riding around on camels.

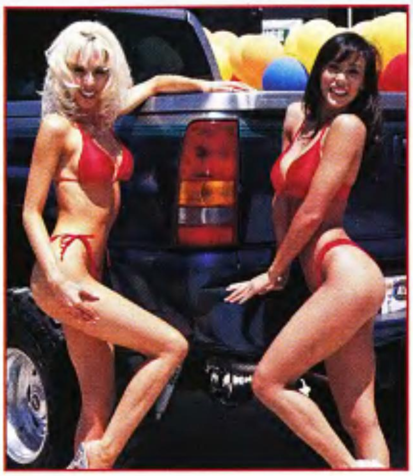
If you ever experience a close-up, non-photographic view of your own ass.

If you ever hear a back water cop say, "Boy, that there was yer last mistake."

As you can see, sometimes you don't have to go looking for trouble. Sometimes trouble comes looking for you. When it does, I always try to keep my sense of humor handy, along with a really good pair of rubber gloves.

— Greg White

Tailgate



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THE STORY OF MOM

FICTION BY CINDY COCKERHAM

It seemed as though I'd been driving for days rather than hours. The air conditioner was blowing on high, but my shirt and jeans were sticking to my back like I'd been sprayed with a hose. I felt like I was in a Roadrunner cartoon, driving past the same cows and windmills and dreary little towns over and over again. So when I saw a sign that said, "Last Chance for Beer," I knew it was time to stop.

There were a few pickups, cars, and motorcycles in the dirt parking lot. I whipped into a space between a rusted-out Dodge and a beat-up looking old motorcycle. I grabbed my purse, took a deep breath, and swung open the car door.

The bar was everything I expected. It would have taken some work to qualify as a dive, and it was nowhere near being a nightclub. I walked into a haze of smoke and twangy music and felt eyes crawling over me like worms. My knees started clacking together, but I told myself that this was just part of the adventure.

I grabbed the nearest barstool and ordered a beer. Without turning around, I scanned the place. Pool table, buckled linoleum floor, booths made out of old car seats, and men clustered around tiny round tables. Startled, I noticed that other than the barmaid, I was the only woman in the place. "Oh, great. I'm going to get raped in Hillbilly Heaven," I thought as I turned my attention to the scarred bar top.

The barmaid handed me my beer, and I handed her the money. Gratefully I lifted it to my lips for a drink, and just when I got it to my mouth, I fell halfway off the barstool, dropped the beer bottle, and banged my elbow on the bar. I turned to see what was going on.

A guy was on the floor by my barstool and another was standing up behind me, holding a pool stick and grinning. Both of them could have benefited from a bath. The one on the floor was trying to get up, but every time he moved, he tipped my barstool more. I couldn't imagine myself sprawled on his lap, so I sprung to my feet and got out of the way.

"Buy the lady another beer and get the hell out of here," a voice very near me growled. It was the man sitting on the stool next to me. He kept his back to the two idiots, but there was no doubt he knew what was going on.

After he issued his order, he calmly finished his beer, set the bottle down, and headed for the door.

He didn't look any different from the other clientele of the bar. He had long, salt and pepper hair pulled back into a ponytail, a graying beard, and a face that looked like he'd never heard of sunscreen. I thought he might be in his late forties or early fifties. His eyes were steady, but the look in them told me that he had better things to do than to hang around this place.

With a quick look around, I decided I did too and followed him out the door. He was walking toward the beat-up motorcycle I'd parked next to. Scurrying, I caught up with him. I was going to tell him thanks for saving me, but his eyes stopped me. He had that "what the hell is it now?" look, and the words stayed where they belonged. But I had to say something.

That's when I noticed the motorcycle. To me, it was a piece of junk, and I wondered how he could ride it very far. It seemed obvious that it had been ridden quite a distance. The tires were worn, the seat was duct-taped, there were clothing and things strapped to it with Bungee cords. It was a faded red, and it was hard for me to tell if the color was paint or rust. But the amazing thing was the painting on the side of the tank.

Although the rest of the bike was dented, dirty and greasy, the painting was as fresh and clean as if it had just been done. The painting was of a woman lying on her back, arms behind her head, with a sultry look on her face. I had seen fantasy paintings of women before, but the woman in this painting was no fantasy—she was real. The look in her dark, dark eyes talked to you, and even as another woman, I got the message. Her ankles were tied together by a light blue silk scarf, and other than the ribbon of blue, she was splendidly naked. Her hair flowed around her like a blue-black river. Her figure would have put a Barbie doll to shame, and, again, I could tell this was no fantasy; she was a real person.

"God. Who is she?" I asked the man.

He looked at me for a moment, and I could see a storm of emotion pass through his eyes. He turned away. I thought he was just going to get on his bike and leave, but then he turned back

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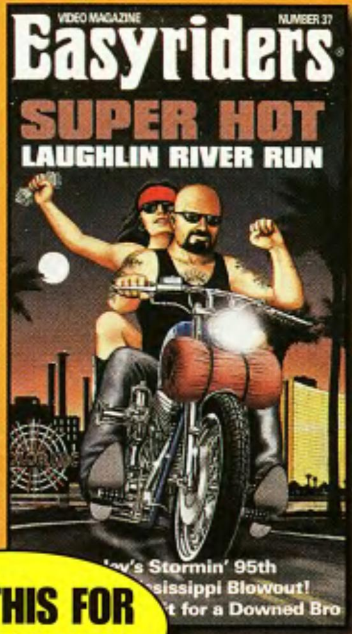

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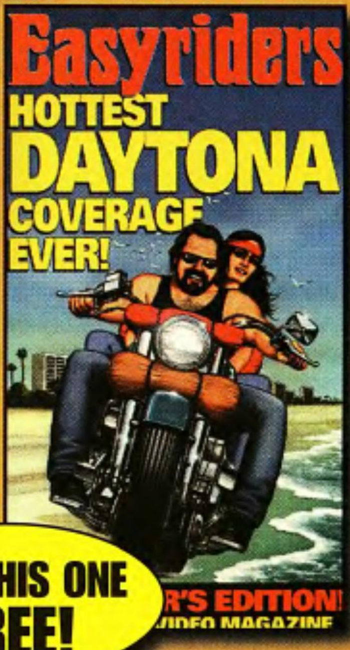

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to me, with a vulnerable, pained look on his face.

"I was born in Amarillo, Texas. I never knew my mother; Dad said she died when I was born. We had a pretty good life. Dad never made much money, but he always held on to this old bike." He described the bike in detail, but he might as well have been talking Martian, because I didn't understand a word of it; just a bunch of letters and numbers.

"Anyway, when I was eighteen Dad got sick. Too many cigarettes got to him. When he figured he was about to go, he called me into his room for a father and son talk.

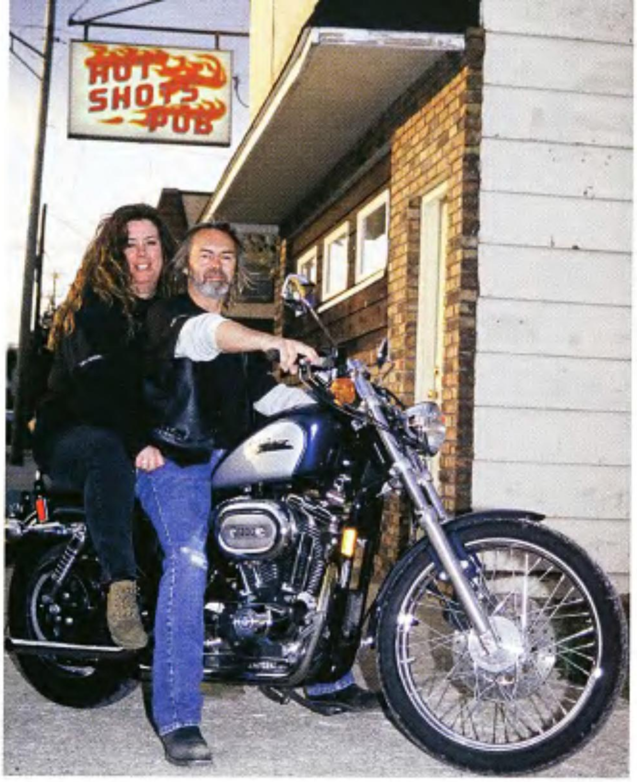
"He told me he only had two things to leave me in this world. One of them was this bike, and then he pointed me to his dresser drawer and told me the other one was in there. I went and opened the drawer and took out this envelope with a playing card in it.

"He took a look at that old pin-up girl card and went back twenty years. Then he handed it to me and said, 'Son, I lied to you. That's your mother. She didn't die when you were born; she ran off and left us. I met her down on the boulevard. She was a showgirl down in one of those clubs. She did an act with a bunch of big ol' snakes. She was part Cherokee, that's why her hair is so black. God, she was the best. Well, when she found out you were coming, she came to me and we lived together just like a man and woman are supposed to. But a week after you were born, she was gone. I tried to find her, but I never saw her again.'

"Then dad took his last breath and he was gone. After his funeral and bills, I didn't have nothing left but the bike and the pin-up card. I took that likeness of Mom to a buddy of mine and he painted it on the side of the tank. I think he did a pretty good job." He reached into his pocket and pulled out a leather wallet. Carefully, he opened it and took out a creased playing card and held it out to me. In the faded and cracked card, the woman's eyes spoke to me of lust and love and loss. His painter buddy did a pretty good job.

"Being young and broke, I decided to move on. There wasn't nothing for me there. I tuned that old bike up and hit the road. I never knew her name, but I know I'll find her. I've been in every state, every town, every bar. One of these days, there will be some old man who knew her, someone who can tell me where she went. Until then, I'll keep on riding.

"By the way, have you seen my mom?"



THEY SPECIALIZE IN MAKING BUMMERS BETTER

TWO WHEEL THUNDER

Taking care where others can't, or won't, was the inspiration behind a pair of bikers from Illinois who decided to make a difference on their own. Last spring Tom Mosher and Frank Schiavone, along with 11 others, founded a nonprofit organization dedicated to providing financial and emotional help to working-class Americans ... people who are suddenly overwhelmed with financial stress "as a result of an accident, illness, or related hardship to themselves or loved ones, and need assistance to get back on their feet and maintain their quality of life," said Tom, reading from the organization's bylaws.

TWO WHEEL THUNDER CHARITABLE PROMOTIONS

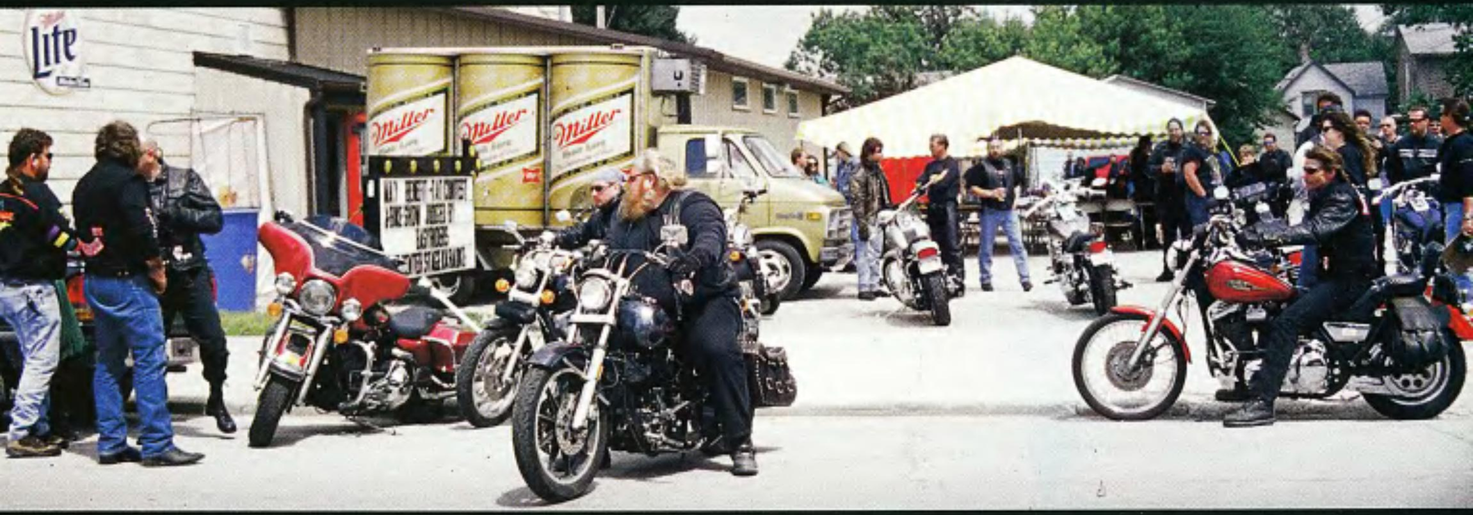
Quite a noble undertaking, eh? You'd think that in this era of government piggy-back rides to everyone with a runny nose that an organization like this wouldn't be required. Think again. Federal assistance is reserved for those out-of-work, never-did-work, and never-ever-thought-of-work individuals. You know, those on the public dole. You need to be broke to get a hand out from the feds.

The first thing Tom and Frank did was to form a corporation: Two Wheel Thunder Charitable Promotions. The general idea was to be a not-for-profit organization, yet to be run as a professional business. They would open a checking account that could be used to pay bills for their beneficiaries. For instance, when a family gets hit with a $300 heating bill in the dead of winter and can't make the payment and is about to get the gas cut off, Two Wheel Thunder rides in like The Lone Ranger and takes care of it. And because of their tax exempt status, the gas company would be able to take a deduction on a portion of the bill as a legal donation.

Their generosity extended to a little 10-year-old girl, Laini Marie Lumpp. Laini was born with a congenital heart defect, had already undergone two open heart surgeries, and was diagnosed with MDR3 Monis, a rare liver disease. How rare? Seven other children in the world had it. Laini was admitted to Childrens Memorial Hospital in Chicago, where she was on a waiting list for a compatible donor to receive organs for a dangerous double transplant.

Easyriders became involved due to the fact that Laini was the daughter of Anna, wife of Chuck Emery, a brilliant photographer who, for years, has worked with our magazines. Chuck had partial insurance through his primary job as a digital photographer at the advertising firm of Peotagrafx in Chicago, and thank goodness for the Ronald McDonald House nearby Childrens Memorial where Chuck and Anna stayed for nearly two months straight, or they would've been living on Michigan Ave. But in a crisis like this there are loads of hidden expenses. Laini was a fighter and she showed her vitality in a phone call with her brother saying, "Ian, everything's going to be OK. My parts are in, and the doctors are going to fix me up."

That's the kind of thing that stays with you ... and motivates guys like Gator Gustave, a longtime friend of Emery's who brought Chuck and Anna's situation to the attention of Two Wheel Thunder.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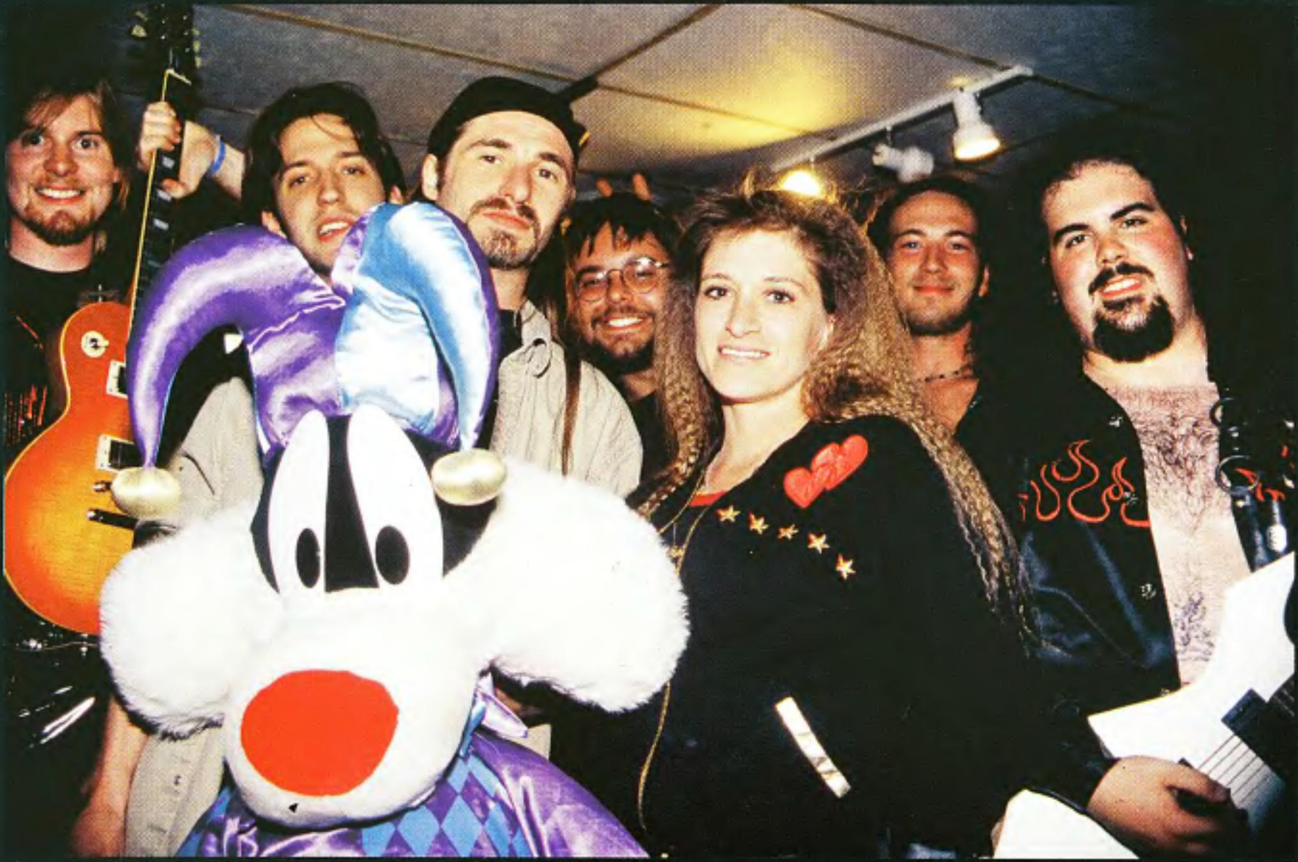
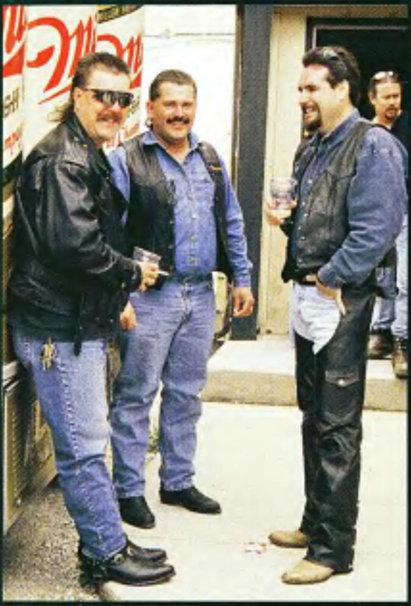


MAY BENEFIT-TAT CONTES
BIKE SHOW JUDGED BY
EASYRIDERS



Photos: Kim Peterson

Talks between Two Wheel Thunder and Rick Winfield, owner of Class Act Tattoo and Body Piercing in St. Louis, acted as a ram-rod for us to cover the event. The location was the Hot Shots Pub on North Fifth Street in Kankakee, Ill., and on a cool Saturday afternoon a couple hundred people dropped by to donate $10 each, deliver and devour pot luck chow, and leave merchandise on the pool tables for an auction. Beer was provided by Miller, who did a tremendous job of keeping the kegs cold and gave a discount to boot.

A trio of bands—Five Guys Named Moe, Court Jester, Usual Suspects—and a deejay kept the neighborhood bar vibrating. Meanwhile, outside bikes of all types (99% American) ringed the gravel parking lot for a show. A tattoo show, judged by Winfield and his inked compadre, Chuck Gaskin, was set up out back and brought out a fine assortment of skin art from the area. Folks with big hearts from both inner-city and suburban Chicago and the hinterlands around Kankakee braved the weather, which had gone from a humid 88 degrees on Friday to a chilly 58 on Saturday.

Tony Falco, owner of Gold's Gym in Orland Park, took a giant trophy for his Evo in the bike show. Cheryl Ann Kalabsa earned her own classy trophy as the Best of Show prize for her tattoos, done by Doc at Wolf's Fineline Tattoos in Joliet, Ill.

It was late when everyone called it a night and throughout the revelry and partying, in the back of everyone's mind was a good thought and a prayer for the little girl who battled to the finish.

Two weeks later Laini's prognosis regressed to a fatal state. Anna, in a last ditch attempt to help her daughter had volunteered one of her own kidneys, and during a routine pre-op exam was found to be pregnant.

Laini had a wry sense of humor for a child and was a playful soul; maybe she and the Big Biker in the Sky had a plan. Who knows? Hopefully, her never-say-die spirit will be carried on in the body of a healthy child. Let's hope so.

—Loudmouth

Epilogue: *A list of people involved in the benefit was lost afterward. Chuck and Anna would like to publicly express their gratitude to everyone who helped in both Laini's benefit and her hospitalization for their concern and prayers—particularly the Southside Crew, Outlaws, and Hells Angels support, along with family and friends, and the doctors and medical staff at Childrens Memorial Hospital Chicago, and the Ronald McDonald House.*

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IndustryProfile

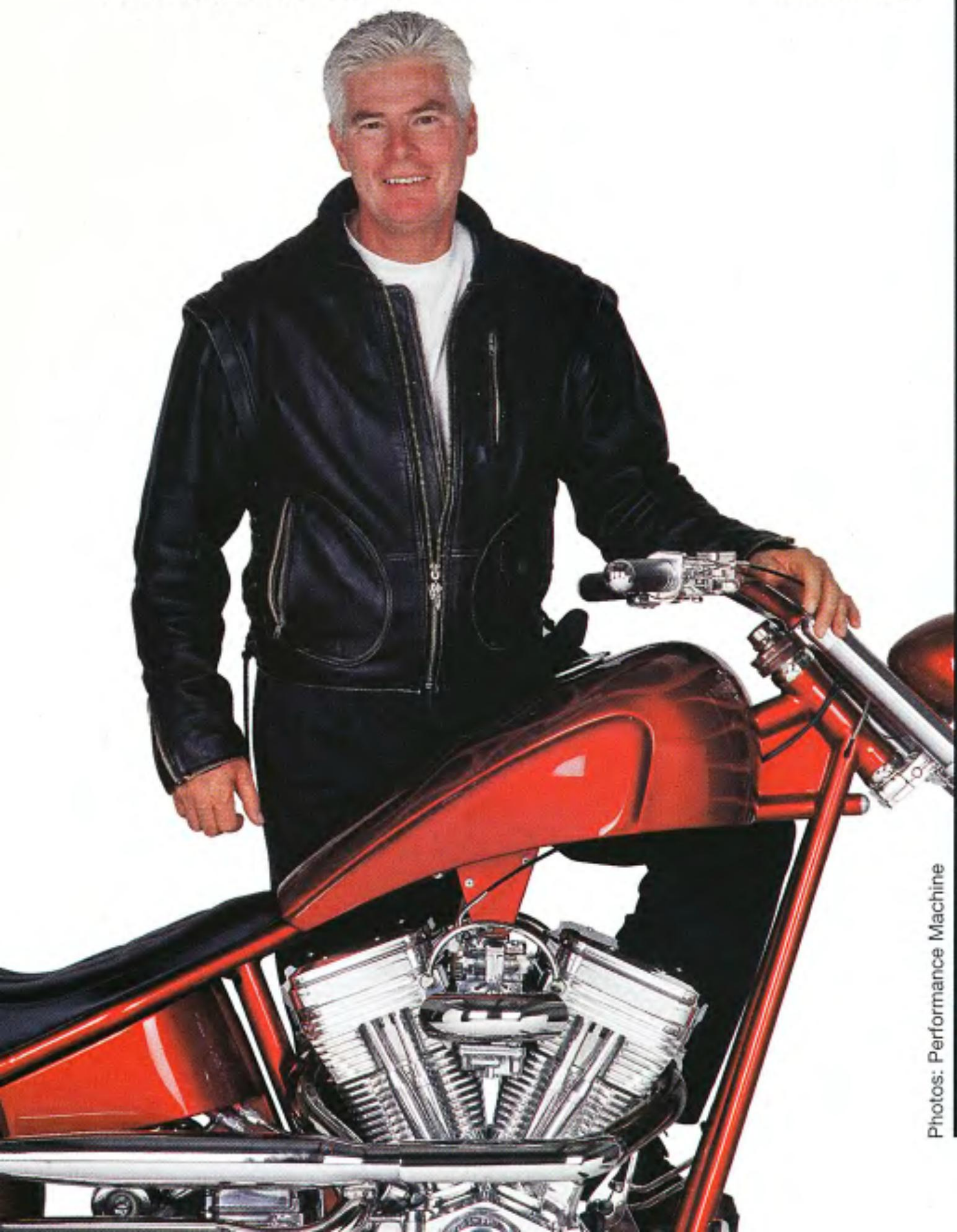
Perry Sands
Performance Machine

Biker necessity is definitely the mother of invention. Perry Sands learned that lesson in the early '70s and has taken its message to levels that now define an industry standard. His company, Performance Machine, helps you stop on a dime and have some change left over.

From mini bikes, to lawnmower engines in Schwinns, to a Matchless 500, Perry's interest in two wheels followed him through Long Beach Community College industrial arts studies, where he made his first 40-spoke wheel hub. Back then, it took two weeks. Today, it takes 15 minutes.

His friend's need for an affordable Springer front end launched Perry's first commercial venture (Choppers Springlide Machine), followed by the need for quality front brake systems. Thirty years later, the business launched from an old dairy has evolved into a 3,000-plus parts inventory of wheels and brakes respected the world over. With 10 basic caliper styles in 2-, 4- and 6-piston configurations, and wheels made of forged aluminum, spun aluminum cast magnesium, wire spokes, and spun billet, the stop and go combinations at Performance Machine can keep a customizer dreamin' till the cows come home.

—Dave Aldridge

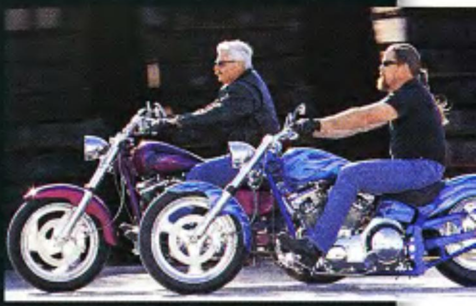


Favorite place to ride:
"Spearfish Canyon and the back gate out of Yellowstone Park heading for Sturgis.

Least favorite place to ride:
"The Los Angeles freeway system and Daytona's A1A."

Favorite bike:
"My 2000 Road King, with 18-inch tires front and rear."

Favorite custom bike:
"My '91 FXR. At 88 cubic inches, it puts out about 99 horses."



Strangest thing ever seen on the road:
"I've seen a lot of strange stuff!"

Most interesting person in bike world:
"Dick Allen. He was a bigger than life character who used to build exhaust systems in the '70s."

Industry forecast:
"The technology we use to create programs for our machine tooling is becoming available to everyone. It's getting easier to use, and I see it making designs look less square and more shapely. The Harley 88 Deuce is a good example of that."

Notable quote:
"I like performance. If you don't turn the bike in a mile, you're on the wrong road."

Photos: Performance Machine

Runt of the Litter

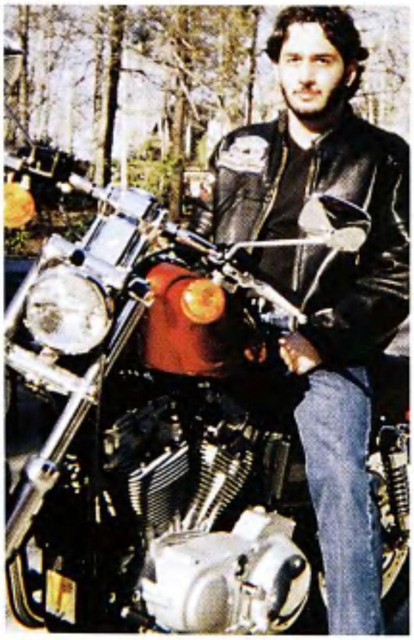
A man's gotta know his size — small, medium, large — and among bikers, the ever-present extra large. My father, 6-foot-3, 250, is an extra large. My brother, 6-foot-1, two bills even, is a large ... approaching extra-large one triple cheeseburger at a time. My mother is, of course, the most beautiful woman I know, and the kind of ball I'd be lucky to get chained to. Since I'm the most afraid of what she might do to me, I'll describe her as "healthy." While T-shirts, jeans and underwear all tell me I'm medium, compared to the rest of my family, I'm small— the runt of the litter.

About once a week in the spring and summer, for as long as I can remember, I would wake to the thunder of my father's '85 FLHS. It's 5:30 in the morning, birds chirping, old ladies walking ... and suddenly suburbia was under attack. Straight pipes, ported and polished heads, and beefy cams made that Shovelhead sound extra large—like all Four Horsemen of the Apocalypse were hunting for tract housing. He had loaded the beast down with saddlebags and tool bags, stuffed with everything an extra-large man needs on the road. He was known as "Bagman," and the world would have to move aside as all that polished black girth poured down the street. He knew his size ... the whole neighborhood knew his size.

At my college graduation I looked at my father; if you cut him open and counted rings you'd find over 50. And you could see how his suit didn't fit him nearly as well as his weathered Harley T-shirt and faded jeans. As he stood there in a crowd of budding yuppies, holding back the urge to laugh at how little they really knew, I realized just how little I knew about him. In 22 years we had exactly two conversations. One: "Sex is messy." Two: "Get a job." Granted, we had the second conversation 92,486 times, but because it was always exactly the same, right down to the hopeless sigh that ended it, I counted it as one. I knew squat about my old man at a point in my life where I would begin to see less and less of him. Him being extra large, there weren't going to be 22 more years to wait before doing something. How do you play catch with a 55-year-old?

I decided to buy a Harley. Simple plan: Father likes motorcycles. Son buys motorcycle. Father likes son. Problem was the only experience I'd ever had riding was when I rode a mini-bike into the front of a truck when I was nine. I feared I was far too medium to throw my leg over big iron. The family was supportive as usual. I think my mother summed up their feelings with this little jewel: "When you're lying in a ditch, with your femur sticking through your leg ... remember, I thought this was a bad idea." Love comes in many forms, even the tragically graphic. After hearing of my father's wreck a few years back, and my brother's explanation of the intricacies of the "Leap for Life" I decided get some lessons.

Astoria, Queens, more crowded than a keg party and home to the worst drivers in the world, was the closest place that offered lessons. Three trains and an hour and a half later I was there. A burly guy in full army fatigues was my instructor, and I use the



term loosely. In 30-degree weather, with light rain thrown in for added discomfort I lifted the jiffy stand of a '70-something Honda crap-horse that had been dropped more times than a glass-jawed prizefighter. Instead of big iron I had little tin. I was scared as hell. "OK, ride down the block and come back," the instructor sighed. I crunched the shifter into first and wobbled down the street in a drunken slalom, sputtering, stalling, and doing the dead man's walk.

It took me 10 minutes to cover 55 feet of pothole-scarred pavement. "You're all over the road," the instructor yelled.

"Really? Maybe that's because I've *never* been on a motorcycle before," I almost yelled back. Then my instructor took me on a tour of scenic downtown Astoria, complete with double-parked cars, city buses, jaywalkers and other indescribable obstacles people had donated to the middle of the street. I found out quickly that first gear wasn't going to cut it. Somehow I managed to make it to a gas station. He had forgotten to fill up the bike. This guy put the "less" in lessons. The beauty part is that in order to get back I had to get on the expressway. In the span of half an hour I had broken every major rule of the road, and missed sending that bike into Honda heaven six times. No wonder they made me pay up front. But, in between praying and bitching, I was shifting and riding. I was maneuvering through traffic. And, I didn't crash. An hour later I signed up for the 10-lesson package complete with three shots at the road test. Even a medium rider could pass in three tries.

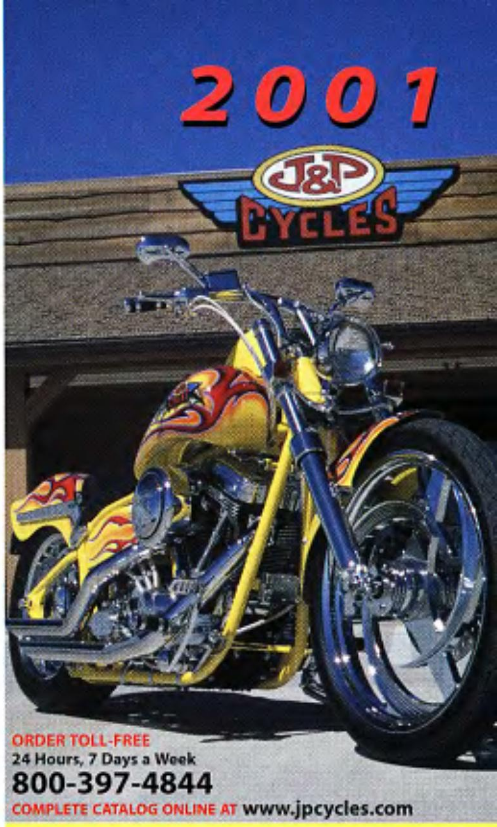
In between lessons and work I was searching for a scoot in my price range. I decided on the Sportster. Not too big, not too small, and not too much loot. A 2000 883 Custom in Concord Purple. I thought it was perfect. My father thought it was a "girl's bike." I had my money straight; all I had to do was pick one up. Actually, I had to wait four months, and even then I wasn't guaranteed the color. Here's the real kick in the teeth. I was quoted $14,750 for a bike that lists for $6,550. I love Harley-Davidsons as much as anyone, but even gold-plated and stuffed with 20-dollar bills, that bike isn't worth 15 grand. On that scale you couldn't walk out of that dealership with a Deuce for under 30 thousand dollars. All told I shuffled out to five different dealerships in two states and got five different prices. I was also told five times that my little Sporty was a "girl's bike." I don't think they meant that it gets girls. My last quote was the best, and they had the bike in my color right there, waiting for me. I've seen some ugly things in my day, but that Concord Purple Sporty deserves a shot at the title. I went with Aztec Orange and had to wait; it was well worth it. I took delivery in North Carolina, where my parents live, and was able to tool around for a week before going back to work in New York. It might be a small bike, it might be a "girl's bike," but it was *my* bike.

The road test finally came and this is where things got ridiculous. The first half of the test is three right circles, three left circles, and three figure eights—no stopping, no putting your feet down. We, all of the other students from Astoria, drove two hours out on Long Island to a town that looked like it was built minutes before we got there. We waited five hours for another school to take their tests. Out of 17 of us nine of us had our own bikes, and all nine had left them at home, opting to take the test on the two-wheeled blender we learned on. Why? Because there is no way some of these sleds were doing figure eights. Maybe it's inexperience talking but I had never had to do a figure eight. The test is the test, and enough people fail to keep it viable; that's the deal. The whole time I was thinking this would be a piece of cake. That is until the chump in front of me drilled the curb and bent the front rim on the test bike. Anyone unfamiliar with Murphy's Law follow me for a day and bring a First-Aid kit. The instructor started slamming the rim against the curb like a teenager with a BMX. Finally he got it to where it was "workable." Janet Reno is "workable" for a shag, but I'd rather not.

After five hours of waiting I would have taken the test backward on a Silent Grey Fellow. The bend in the front rim actually helped the circles and the figure eights. The fact that by then the clutch was slipping and the bike wouldn't go into third gear was a problem. But, I made it. I signaled, I looked, I rode that mighty 250 all the way around the block, and got my license.

I work for the University that gave me such a wonderful education that no one else would hire me, so, come May, I'm done, gone and forgotten 'til fall. I went down to North Carolina, back to my medium house with my extra-large family, and found my bike parked next to my Dad's Shovel. Later that day my father and I rode the back roads until they got tired of us. Soundtracked by the V-twin symphony, under a Carolina blue sky, we wandered in the wind, side by side. A perfect fit.

—Paras



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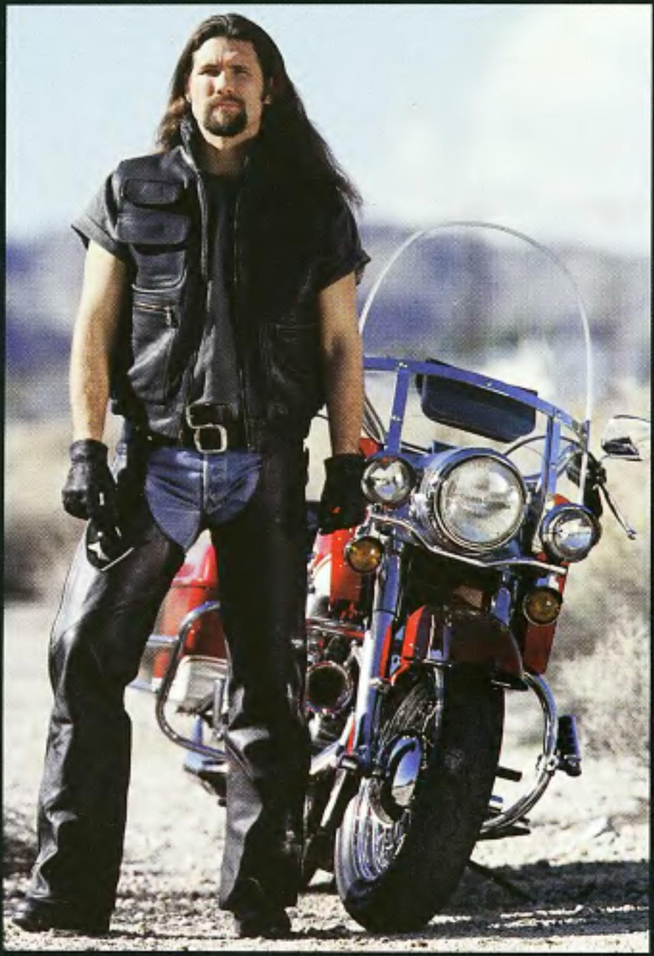

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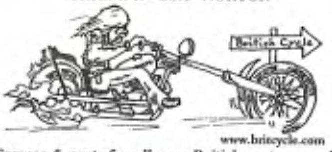

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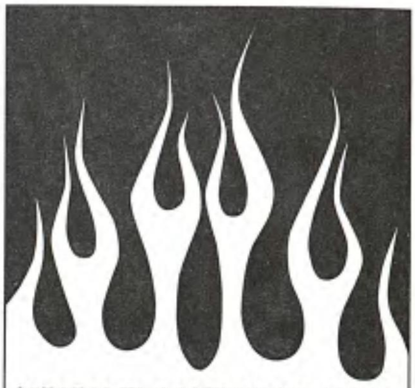

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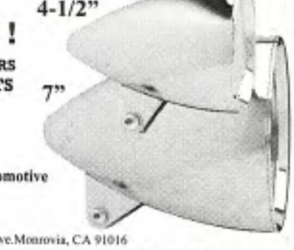

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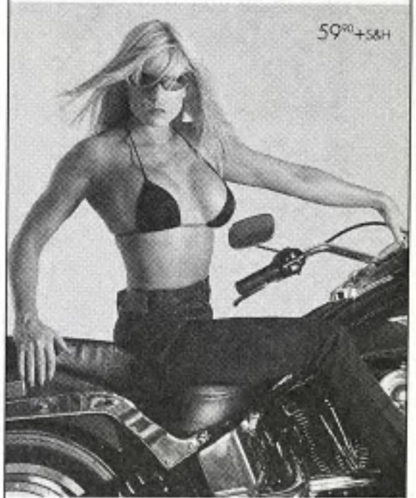

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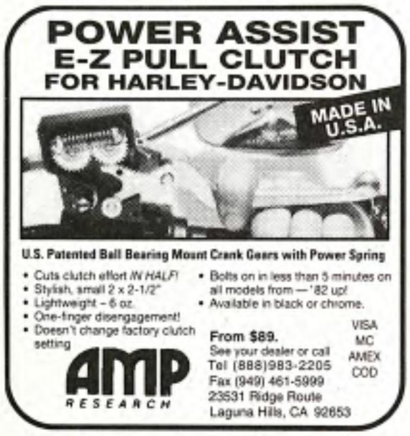

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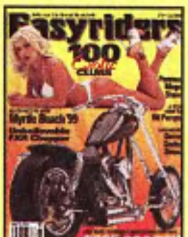

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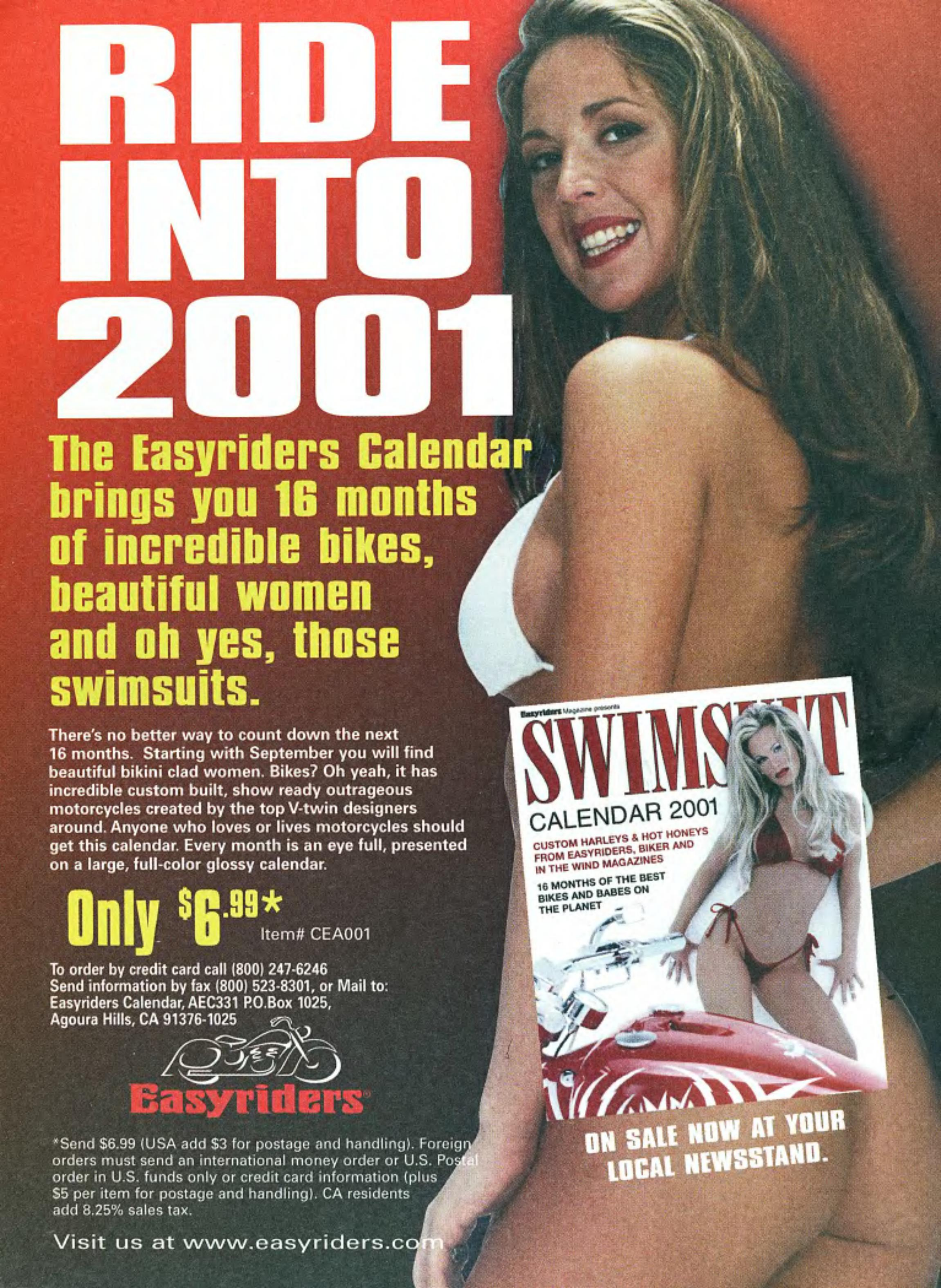
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Flo Headworks' Go-Fast Tricks For Your CV Carb

Vowed To Make Your Bike Suck!

After having spent a lot of time designing and testing, Flo Headworks is pleased to announce to Harley-Davidson owners everywhere a brand-new service. They can precisely blueprint your 1989-to-present-day 40 and 44mm CV carburetors with accelerator pump.

Up until now, supertuning a carburetor was somewhat of a guessing game, if not black magic. The more experienced mechanics are very good at doing that—they know how to read spark plugs and know how to make an engine run great. Unfortunately, there are still too many amateurs that will simply fiddle with the carb for days, until they fall onto the right setting. You may end up having to spend a lot of dough on your tune-up and pay several visits to your mechanic. Flo Headworks now offers a good alternative. They use a computer program of their design to blueprint the Keihin CV to the requirements of your specific engine. All you need to do is send them your carb, and they will do the rest. Bolt it back when they're done, and the immediate result will be greater power, smoother running and better gas mileage for your motorcycle.

All constant velocity (CV) carburetors are designed to automatically compensate for changes in altitude and barometric pressure, in order to keep the engine running its best at all times. This works fine as long as your engine is kept stock, but you must understand that even a slight modification to increase engine performance—such as bolting on free-flowing pipes—will require retuning of your CV carburetor. Flo Headworks will just do that: its blueprinting process will harmonize your carb perfectly with your engine's type and modification level, so there's no guesswork to be done on your part.

When ordering the Flo Headworks blueprinting process, be sure to ask for the accompanying High Flow Air Filter Kit for your Keihin CV carbs. It gives the increased airflow your big-inch V-twin needs. The folks at Flo Headworks claim that this is the highest-flow air filter kit ever manufactured for Harley-Davidson motorcycles. How's that for sucking big time?

Photos: Courtesy Flo Headworks

Famous air filter designer and manufacturer K&N has been helpful in the development of a filter element that effectively cleans incoming air, but will also flow in excess of 700 cfm. This is a must for big-inch engines, because they need to inhale a lot of air in order to reach their maximum potential. Maintained properly, this filter has a lifetime guarantee. The air filter backing plate is made of 0.125-inch-thick steel with welded mounting fixtures for all Harley-Davidson V-twin models from 1937 to present, including the Twin Cam 88.

The High Flow Air Filter Kit comes complete with all required mounting hardware for your Hog, including a radius venturi ring. Detailed installation instructions with photos are supplied with the kit to make this upgrade the easiest you've ever done.

Flo Headworks' work and products are guaranteed for one year, you lucky ducks! So what are you waiting for? To get an estimate on your particular application contact them directly by phone at (805) 481-6300, fax at (805) 481-6341, or e-mail at info@floheadworks.com. And, oh yeah, Web site: www.flowheadworks.com. *—Lafayette*

This puppy realy sucks ... air.

TechTips

Wired For Safety
Or, Cheap Insurance And A Good Idea, Anyway

Here's a Builder's Tip that everyone can use, and it centers around the idea of safety lock wire. While we are all well aware of the necessity of Loctite (you know about Loctite, now don't you?) and how it keeps the nuts and bolts secure on our Milwaukee vibrators, there are times and places where a little extra help is always a good idea. You've heard the phrase "cheap insurance" of course, and when you have your bike down for maintenance or some sort of overhaul, or when you're creating it from scratch, these are the times to apply a little extra care.

So here we are with safety wire. Neat stuff this, as it absolutely will prevent a nut or bolt from loosening—period. This will require that the bolts or screws be drilled for safety wire, and just to mention, you can buy nuts that have been drilled for this purpose also. We'll get into those on a later Builder's Tip. Right now, our focus will be the stator on your engine. On Evos and shovels, the stator (which is of course, one half of the alternator, and the fixed portion at that) is bolted to the engine case with four #10 screws. Loctite and the proper amount of torque on these little suckers will usually suffice, but for the time it takes to drill four bolts and lock 'em down with a little wire, you'll know that they'll be staying put.

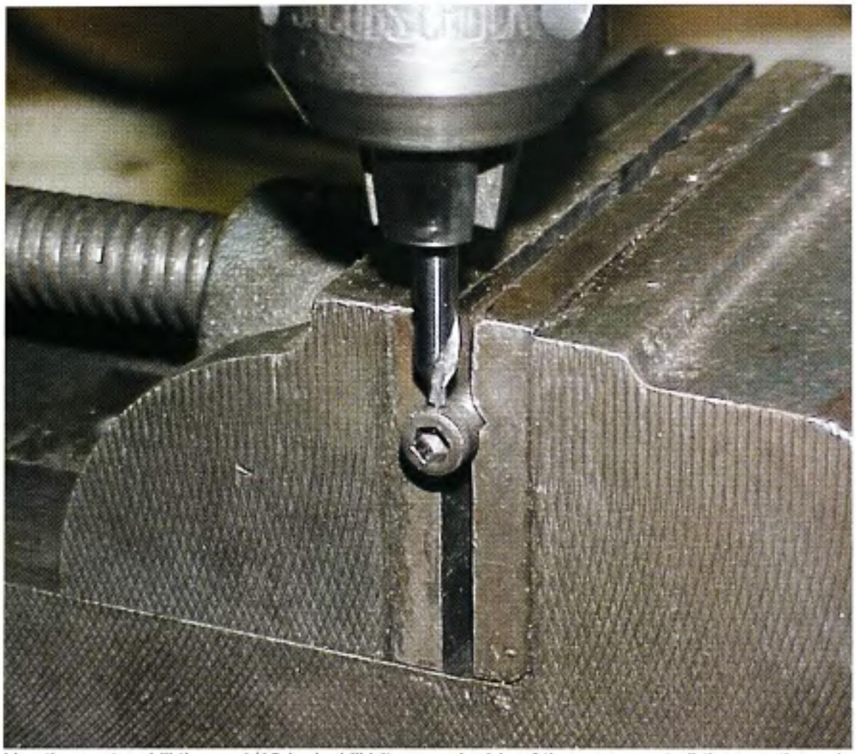
Drilling bolts and screws can be tricky, especially since the heads tend to be hardened as part of the manufacturing process. In addition, the safety lock wire is only .032 of an inch thick, so we're not drilling a huge hole in the head of the screw either. The smallest drill you'll find in your drill index will be a #60 at .040. Now the hole for the safety lock wire can be oversize, so choose a stout drill, say a 1/16-inch drill, and while you're at it, grab a center drill. Center drills are wonderful little objects that are invaluable to anyone drilling holes in anything. For this purpose, they are strong enough to drill through the hardness in the screw head and give you a perfect center to plunge the rest of the hole through with the 1/16-inch drill bit.

Gently clamp the screw in a drill vise, or other such arrangement, and center drill, then drill through each side of the bolt. This will keep you from breaking your drill bit and will make a much cleaner job to boot. When all four bolts are drilled, give 'em a dab of oil on the

Panhead Kit
BCR Introduces Their Panhead Kit That Fits 1948 to 1984 Motor Cases

BCR Engineering is well known throughout the performance industry for their extensive motor and headwork to produce the absolute most horsepower. Well, now they're offering a bolt-on Panhead Kit to fit most Harley-Davidson and aftermarket motor cases from 1948 to 1984. These kits come complete with heads, cylinders, pistons, rings and a specially selected camshaft. Designed to fit the 1948 to 1965 Panhead cases and shovelhead cases through 1984, the heads are competition ported and polished by BCR to produce outstanding horsepower while maintaining streetability. The cylinders are 3 5/8-inch bore and come with pre-fit pistons and rings. If installing this kit on a 74-cubic-inch motor, this combination increases the displacement up to 82-cubic inches. If you use this kit on an 80-inch shovelhead, the displacement of the motor is increased to 87 cubic inches. Specify your application when ordering. BCR's complete Panhead Kit with gaskets retails for $2,525.00. For more information contact BCR Engineering, 5301 Holt Blvd., Montclair, CA 91763; (909)625-4971; (909)625-4452 fax. —*One Eye*

Photo: John Morgan

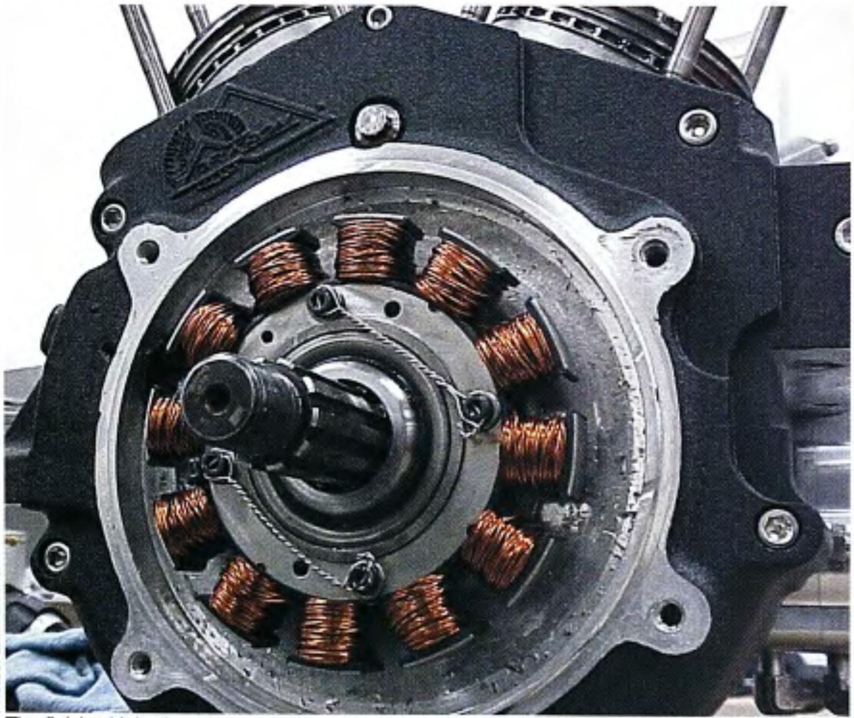


Use the center drill then a 1/16-inch drill bit on each side of the screw, not all the way through.

threads and under the head, tighten them, and string the safety wire. Sure, you can Loctite them if you like, but with the safety wire in place, it isn't necessary.

What all of this does for you, is keep those little screws from coming undone, loosening the stator, snapping off once they hit the rotor which in turn will mangle the stator and necessitate having to pull it all apart to change everything. Well okay, that would be an extreme case, but a little cheap insurance and peace of mind go a long way when you're out in the desert cruisin' like ya own the highway and hear a funny noise every now and then. Also, this is the kind of finishing touch that sets the good builders apart from the beginners. Attention to detail, even if ya never see it.

—Wordman



The finished job: the stator is secure and happy with safety wired screws for added protection.

Photos: Erik Falconer

TechTips

Delirium As Performance Art

What To Do When The Idea Well Runs Dry

It's time to sink our teeth into the gristly exterior of building a custom bike. Last issue, we were building a "virtual" custom in the safety of our collective imaginations in order to properly illustrate, and steer you clear from, many of the pitfalls you can encounter. Indeed, as class ended that day, I left you with a few previews of this issue's lesson, which centered around rollickingly funny concepts such as: "Hey, where was this bolt supposed to go?"; "What are we doing with all these extra parts?"; "Oh crap I just stripped a thread!"; and "Bolt-on, my ass!"

Well, here's another thought to ponder: What the hell do you do when there's no thought to ponder? Philosophical? Not here. Lesson plan? You bet! See, there will always be a time or 30 that you scratch your new chrome, strip a thread, or end up with way too many anonymous looking bolts, widgets, and spacers. That's all well and good, because, well, at least they are there on the bench staring back at you awaiting a new purpose. The real pisser is when, after all of your planning, ordering, thinking, rethinking, changing and rebuilding… suddenly you get "Builder's Block." This is to us wrenches what Writer's Block is to us Writers. Personally, I get 'em both.

Anyhow, what on Earth can one do to prevent, prepare for or pre-empt this dreadful state of mental activity that only the insanity of building a motorcycle from scratch can provide? Well, the good news is this: Nothing. Why is that good? Well, because no one is immune from having their brain fried like that egg in the anti-drug TV commercial, and because almost every wrench since the Dawn of Time has experienced it, you're actually joining a sort of club. Not as glorious as killing your first farm animal as a rite of passage, but it'll do.

OK, so what exactly does this all mean? It's like this; please follow closely. As you are now becoming aware, a motorcycle is made up of many, many thousands of parts. Harleys have a unique characteristic all to themselves in that no other brand of motorcycle has such parts interchangeability with so many of its preceding models. You'll find parts on a new bike that haven't been updated since the '50s and after all this time, they still work dandy.

But when you venture off of the page, color outside the lines, and create your own idea of how your bike should be, suddenly these small, esoteric oddities become poised to gang up on you and crush you in a moment's notice. You suddenly find yourself scrambling through H-D manuals and catalogs and cross-referencing some component until your eyes are spinning. Then it's off to the pile of aftermarket catalogs where further sifting occurs as you are lulled into a state of hypnosis by the repeated phrase "fits all models." Beginning to sound familiar?

So to allow your frazzled brain some time to recuperate, you take some time away from the maze of part numbers and product descriptions and while you sleep that night your visions of sugarplums resemble things more along the lines of wheels, sprockets, engines, swingarms and all of the craziness that you were trying to escape for just a few fleeting hours.

One thing that you'll have on your side is that when you are taking a break, trying however feebly to relax your mind, you'll be out somewhere and see some yo-yo on his bike, which will immediately reinspire you to get back to your project. Sure, he's out riding his bike, but will it be as fine a machine as yours? Hell no! He'll never know the toil and strain you have endured in order to build your own dream machine. He'll never have that sense of satisfaction that comes from answering the same questions from curious onlookers at every new place you stop. Nope, he's too busy riding his bike to ever know what those feelings are like. Lucky bastard.

So back in you go. It's important to "stick to it" and persevere with your custom bike project because even amid all of the craziness, late hours, lack of proper nutrition, and disintegrating social skills, it was you who had the desire to create your own bike. You will be the one to reap the rewards and feel just how sweet the rush of wind at 100 miles per hour can be when it's that magic moment that you're finally piloting your own sled. It's all you, baby, and after you snap out of this reverie, there are a few more things I need to impart on you before class is over.

All right. Now you're back in the garage under fluorescent lighting staring at the half-finished machine. As you pan over it with glassy eyes, all of the pieces and handiwork are starting to come together in a really awesome way. You look it over from front to back, side to side, top to bottom, and from every possible angle until you become so distracted that you don't even notice that old familiar feeling creeping back up on you.

Suddenly, your brain feels like week-old chuck roast going through a hamburger press and your "nearly finished" machine has become nothing less than a huge reminder of every damn thing that has yet to be done. Every bracket you still need to make, every modification to the wiring harness, every bolt that needs to be replaced suddenly takes on the weight of a brand new dresser. Damn, there goes the deadline! And, once again, you poise yourself to fling yet another end-wrench into the wall wondering what the hell you were thinking at the onset of the project. Whoa, time to take a breath, have another brew, and make a list. A list, you say? Yes, the list will be a very valuable friend for you to make, and as you begin to use your list as a tool, you'll regain your steady nerves and gain more control over your senses and your project.

Your list should have three basic categories in it, and when it fluctuates in size, don't get frustrated. Eventually, you'll weed out every last detail and realize that the only thing left is to fill the gas and oil tanks and go for a maiden spin around the block. Now the three basic categories I mentioned are what to buy, what to make, and where you need to apply your labor. Go over the bike with your pad of paper and a pen, and make a note of everything that you still need and jot these items down in the appropriate categories. As you finish each one, cross them off the list and relish the burst of satisfaction brought on by chipping away at what's left.

Feels good, doesn't it? Yep, and as that list becomes thinner and thinner, you'll have a record of what you accomplished and the chances for missing some key detail become slim to none. Wow, now you're feeling a whole hell of a lot better, just like a pro bike builder should. After all, this is no easy task, and anyone who thinks so should give it a whirl before spouting off some stupid comment like, "So when's your bike gonna get done?" I know it's only natural to want to pop him in the mouth, but try avoiding that and stay focused on your project.

So there you have it. A few pitfalls and potentials for peril, but with a calm, rational approach, you are now able to save your sanity, spare those around you from endless turrets-like outbursts of sheer frustration, and get the bike finished. Just remember, we've all gone through it, and a whole lot more than once. That's why this issue's lesson was so important. Problems have a way of being less intense when you find out that others have gone through them before you.

So go pull that wrench out of the wall and get cracking. —*Erik Falconer*

Badass Boxes
Merch Performance Does Bitchin' Billet

There are times when we come across something that is so cool, we've just got to share it with ya. In this case, we had to show you the latest product to come from the designers at Merch Performance, makers of the now legendary 120- and 131-cube monster engines.

See, Merch has been building these kick-ass engines for years now, and when time permits, they invest the brainpower to create fine items to accessorize their engines, so that complete assemblies can now be ordered with all Merch components. These three-piece billet aluminum rocker boxes are what we're talking about here, and even if you're not a machinist, you can look at these pieces and truly appreciate the craftsmanship behind them. Fully CNC-machined, the Merch three-piece rocker boxes were designed to work on their big engines, so they have been made shorter than a standard Evo-type box in order to maintain proper frame clearance on most types of frames.

What's also cool is, these boxes will bolt to any other Evo-style engine, as shown. Although the boxes you see here have an as-machined finish, Merch is also selling them chromed as well. All necessary mounting hardware is included, right down to the included set of Cometic gaskets. But one of the neatest things about these rocker boxes is that they come with cylinder head dowels, which properly align them to the cylinder head. While this is not necessary in all cases, it's nice to know that Merch has provided that option for high-performance and discriminating builders alike.

One area to mention concerns using these boxes on non-Merch, or stock-height engines. Look at the photos, and you'll see not only are these boxes shorter in height than stock ones, but the rocker arm shaft locations are lower as well. This was due to the way the boxes were made shorter, yet still able to run with high lift cams. Some adjustable pushrods used on stock height engines may not adjust short enough to fit, so you may need to have yours shortened, or purchase a set of Rivera Taper Lite, Andrews EZ-Install, Crane Time-Saver or other such pushrods that have more adjustment to them.

In the end, it's well worth it because you end up with a slick set of billet boxes that look great on any engine. The Merch boxes are shaped just like stock rocker boxes but with a shorter overall height, which increases frame clearance and makes a stock height engine look bigger. (Really!) The D-rings were designed to locate on two of the Allen head screws that bolt the base to each cylinder head. What makes this so nice, is not having to chase the damn center piece around as you're tightening the top cover bolts. Installation is very straightforward and easy.

If you like whatcha see, there's more info for the asking about these and all of the other cool Merch products. Give 'em a holler at either one of the addresses below, and tell 'em you saw it in *Easyriders*.

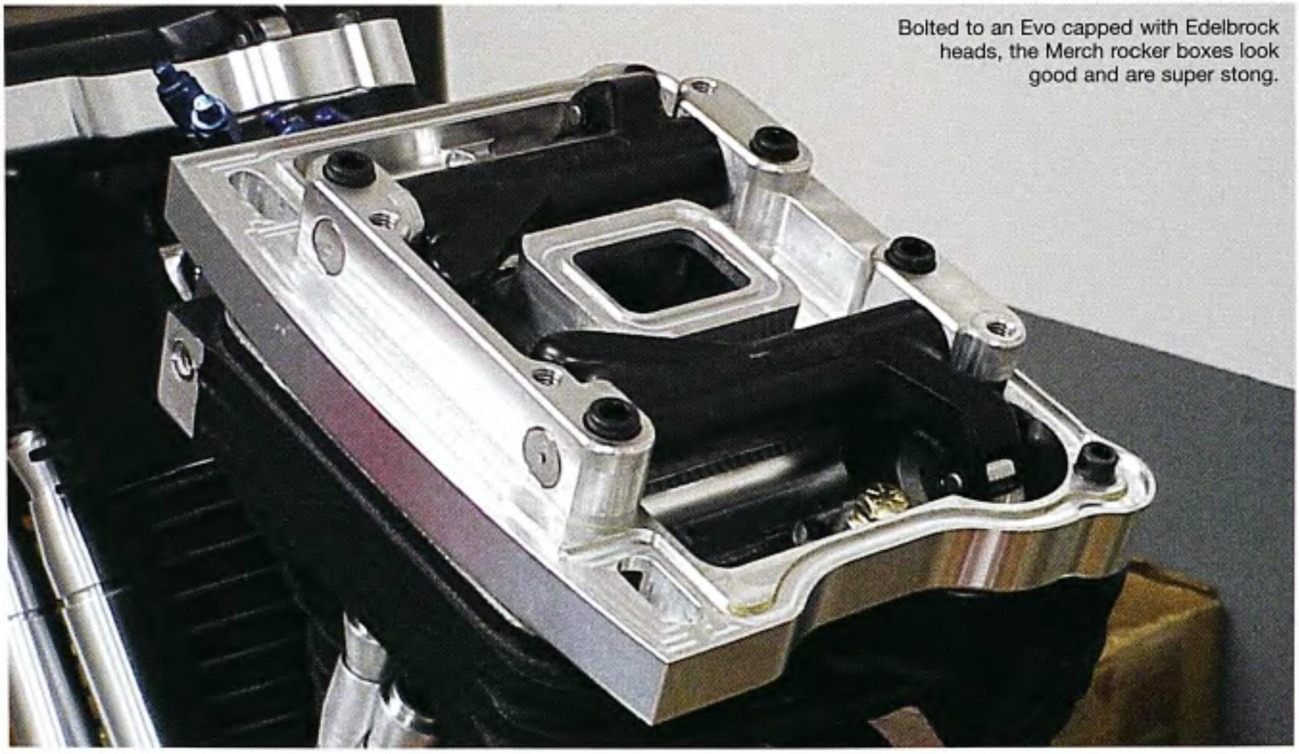
—*Wordman*

Sources

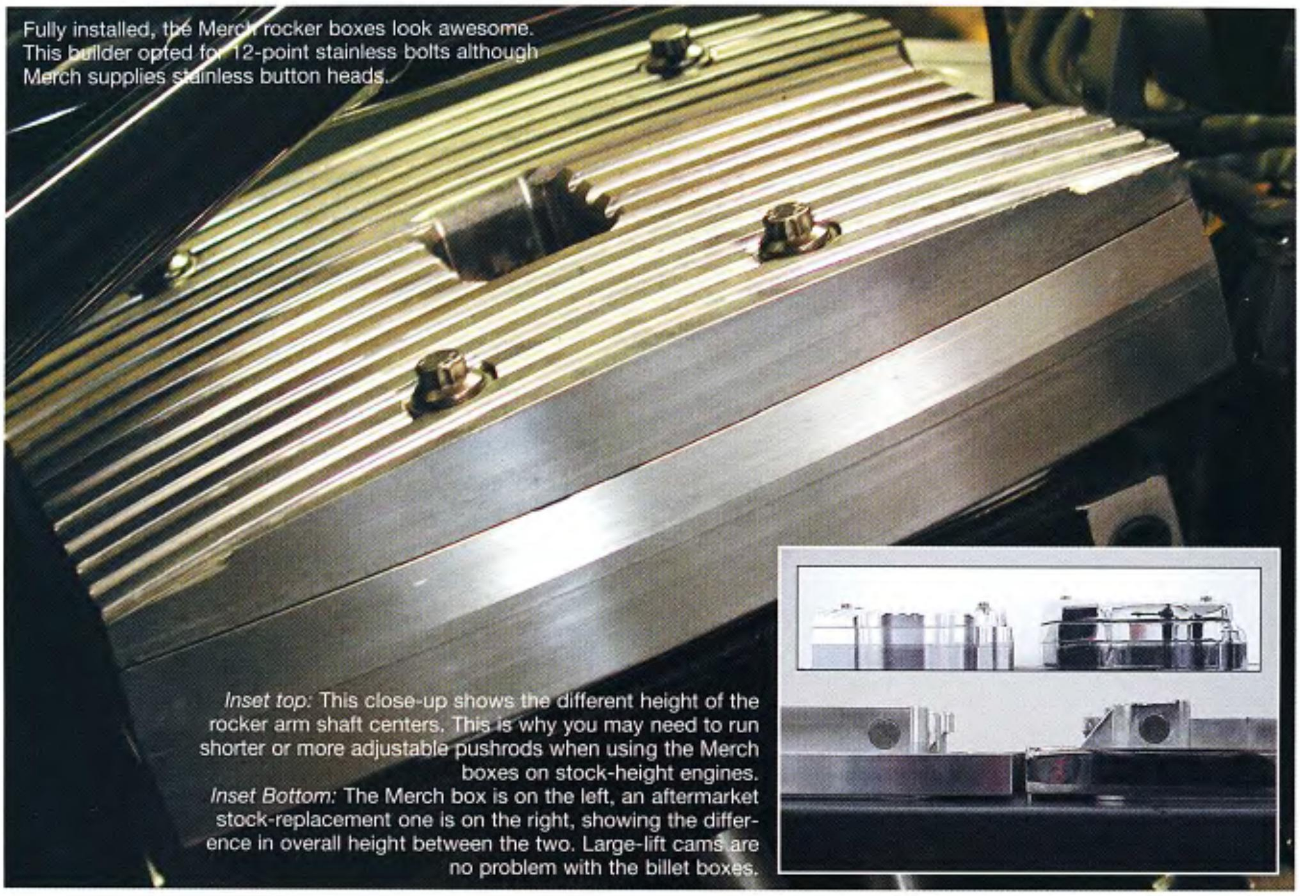
MERCH PERFORMANCE
4770 Riverside Drive
Red Deer, Alberta, Canada
T4N 2N7
(877) 637-2448

MERCH PERFORMANCE
10944 Gravois Industrial Court
St. Louis, MO 63128
(888) 637-2448
www.merchperformance.com

Photos: Erik Falconer



Bolted to an Evo capped with Edelbrock heads, the Merch rocker boxes look good and are super stong.



Fully installed, the Merch rocker boxes look awesome. This builder opted for 12-point stainless bolts although Merch supplies stainless button heads.

Inset top: This close-up shows the different height of the rocker arm shaft centers. This is why you may need to run shorter or more adjustable pushrods when using the Merch boxes on stock-height engines.

Inset Bottom: The Merch box is on the left, an aftermarket stock-replacement one is on the right, showing the difference in overall height between the two. Large-lift cams are no problem with the billet boxes.

On the primary side of the bike, the Merch logo is neatly machined into the rocker box base.

Baker's Half-Dozen
A 10,000 Mile Test Ride On Baker's Six-Speed

If God rides a Harley (and we all know that he does), chances are good that he runs a Baker six-speed tranny. Simply put in this reporter's opinion, there is no other single product you could purchase anywhere in our world that could and does change your ride like Baker's fabulous six-speed.

Lots of magazines might show you the innards of a transmission and fill you in about the gear ratios, but here at *Easyriders* we feel that unless a product works in the real world, it's about as useful as teats on a chicken... or something. That's why we decided to slam a new Baker's six-speed in a '92 Harley bagger and put 10,000 hard miles on it for a real world test.

Vee-Twin Racing owner Kirby Apathy donated his skills, wisdom, and time to this project to install and then inspect our six-speed. The next call was to Bert Baker who had a transmission on the way that day.

The Bakers are Lisa and Bert with four ankle-bitters swarming the household. Graduates of Michigan State University, Bert and Lisa both studied and secured degrees in engineering. Bert admits that college was sort of a playground while Lisa maintained and graduated with "Honors" status. At age 22 Bert had his mechanical engineer degree and joined forces with Oldsmobile and GM at the transmission plant in Lansing, Michigan.

Bert had been riding motorcycles since the tender age of nine and had long wondered why the motorcycle industry had not designed a six-speed transmission for Harleys. In 1995 he set about to change that. The purchase of the H-D Softail in '94 with a subsequent trip to Daytona in '95 became the gestation period for the Baker six-speed.

After his Softail was stolen, Bert decided to build a new one incorporating an S&S 103-cubic-inch motor and an OEM five-speed tranny. The first ride of his home-built motorcycle introduced Bert to a world of vibrations directly into his hands and feet. "The damn thing gave me mostly monkey butt; my feet, my hands, and my ass all fell asleep." It was time to get the drawing board out again and design a six-speed. The first Baker-designed prototype installed to replace the OEM five-speed worked. Lisa says Bert's face on the return from that first successful ride told the story from 100 yards away. The difference was more than extraordinary. In Bert's words, "It was really a beautiful thing. I was doing 75 miles per hour, shifted into sixth for the first time ever and the entire ride changed. All of the sudden all the vibration was gone ... I couldn't frickin' believe it!"

Bert logged thousands of road miles with his longtime partner Schmidt, and the six-speed just kept on working flawlessly. Several productive discussions through '97 launched secure investments with suppliers. The Bakers decided to leave GM and devote themselves to building the six-speeds full time. In the fall of '97 Lisa and Bert paid a visit to John Andrews, showed him the prints and prototype and a batch of gears, and asked Andrews to make the gears to their specs. Bert had also formed a relationship with TP Engineering and early on TP helped with making the side doors of the tranny.

Baker had hundreds of hours tearing three prototypes apart to change pitch on the gears for smoother, quieter results and Andrews was his choice to trust his

design of these special gears and shafts. The aluminum side doors, shift forks, the shift drum, etc., are all American-made and the sources are somewhat confidential. Assembly and shipping is done by five full-time employees all in East Lansing, Michigan.

Installation

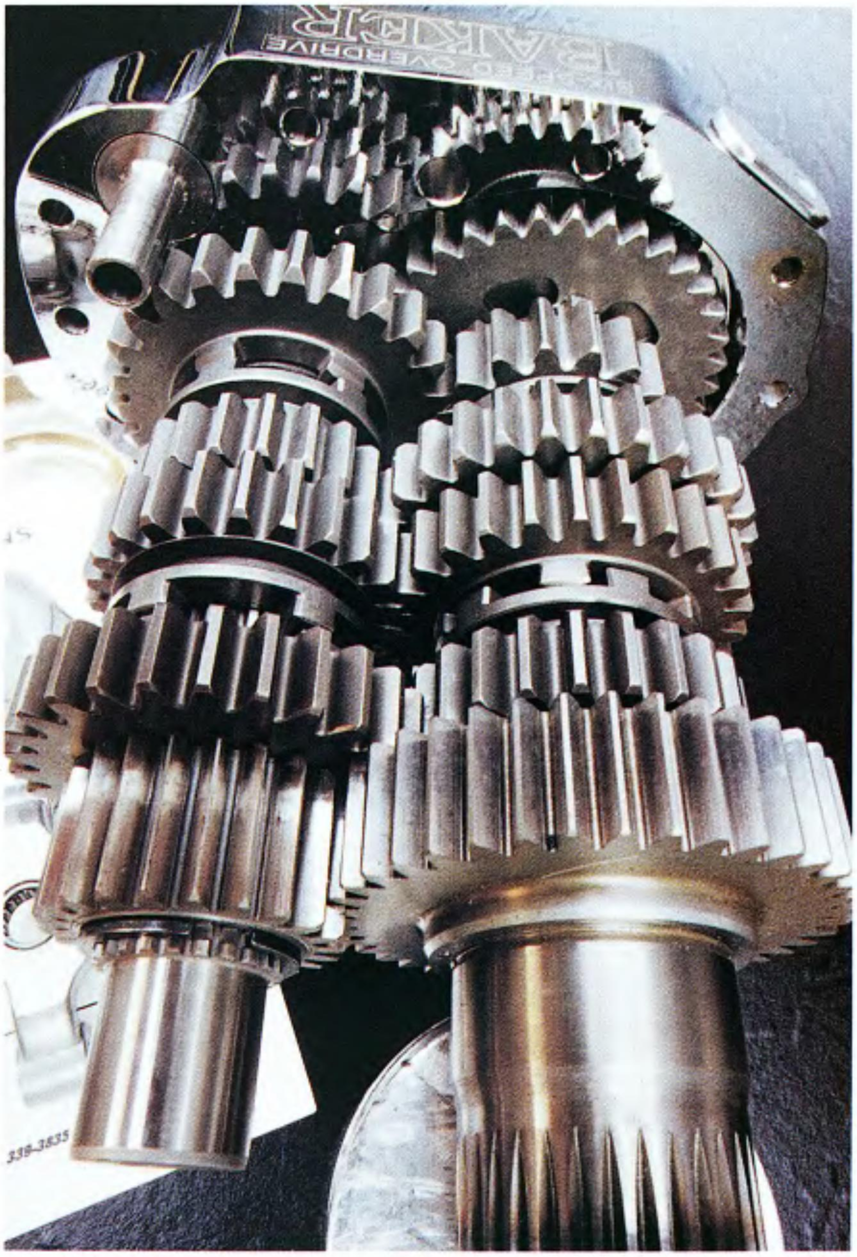
How does the Baker hook up? As mentioned early on, this is where I enlisted the expertise of Kirby Apathy of Vee-Twin Racing. Kirby installed the six-speed on a '92 Bagger. Installation time was about four hours with the obvious stuff first: remove the exhaust, pull the inner and outer primary, clutch and chain, drum, forks, and trap door/gearset assembly.

With the OEM stuff gone, Baker provides some pretty easy-to-follow steps. Consider what year machine you're dealing with because from '94 and newer the OEM fifth gear has a quieter, better pitch than '94 and older models. Baker has coordinated his gears and shaft to co-exist with the OEM gear #5 which saves a huge amount of time and energy if you are comfortable leaving that gear alone. The decision is obviously yours and related to the miles you have on your scooter. The point is, the Baker stock six-speed comes in two makes, the 3.24 and 2.94 first gear, comes with an OEM H-D fifth gear. The difference is the 3.24 is more for running two-up or for heavier bikes like baggers or hauling loads. The 2.94 version is recommended for hot rodders. Bert says the gear ratio between the 3.24 and the 2.94 equates to about a 10% difference in first gear.

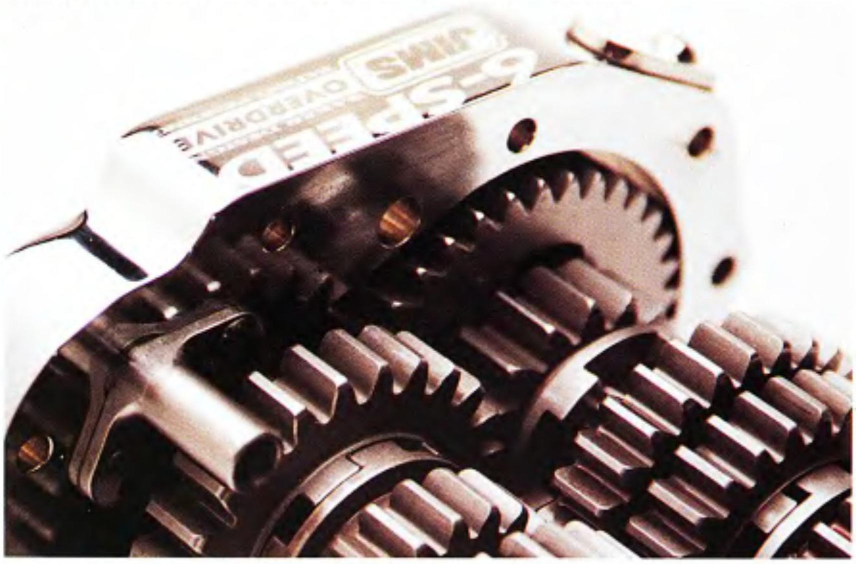
JIMS Machining plays an important roll in case of tranny removal as they have designed two individual tools just for more friendly removal of the main gear bearing and seal. JIMS' special puller for the primary drive inner race provides much less hassle.

Baker uses four shift forks verses three in the stock OEM transmission. Shifting fork #4 slides your machine into the unbelievable smoothness of sixth gear. In addition, all of the shift forks are made of bronze, as Bert feels that self-lubricating metal works better.

Prior to Baker gears being installed into either an OEM case or any aftermarket case, Bert recommends setting the door gasket in place to check for mechanical



The Bakers need a good catch phrase like "the quality goes in before the name goes on"... no, that's been used.



interference in two specific areas pointed out in the directions. Kirby found no problem with ours so applied a small amount of trans oil to relube the main shaft and the Baker gear slid right in with very little effort. Kirby quickly and meticulously reassembled stuff, assembled the shifting forks, added the Baker bracket that mounts stock pipes out about 1/2-inch to adjust for the 3/16 wider transmission.

As I learned, changing transmission cases on a rubber-mounted bike adds hours and hours to this task including swingarm removal, dropping the motor, and much more expense. Mr. Apathy reminded me that there were limitations to his free time so I kept it simple with an OEM case. Kirby has installed quite a few Baker transmissions now and with the help of JIMS' tools, continues to send accolades Baker's way for the user-friendly installation.

Why is this transmission so good? Certainly 30 years between Lisa and Bert at GM as transmission gurus plays some part. Also Bert's meticulous research efforts

have redefined gear pitches, shaft tolerances and shifting fork designs into a transmission unparalleled in the American motorcycle market. In addition, Bert was not satisfied with his first 50 units and constantly studied the geometry of the shift drum unit. With his engineering genius, he created a roller detent system with a geometrically perfect neutral trough that allows you to find neutral every time. The roller detent shift system makes this six-speed shift smoother and quieter (significantly reduced clunk) than any Harley I've ever ridden.

Some have been confused that there is both a Baker six-speed and also a Baker/JIMS six-speed currently on the market. What's the difference? Well, actually, what we have here is a pretty cool royalty arrangement deal. Basically, Bert and JIMS worked things out financially and JIMS makes a JIMS six-speed per Baker specs. What we then have for the retail market is a Baker transmission with Andrews gears OR a Baker/JIMS transmission with JIMS gears. The prices of the six-speeds are the same and the design is the same. Bert Baker is the originator of the design. Some riders have used Andrews stuff for a lifetime and some riders have gained loyalty toward JIMS. It becomes your choice.

Warranty on the tranny is 12 months-12,000 miles. As you read this, I will have run this transmission past the warranty in less than three months. Approaching more than 2,000 units out there installed and massaging the highway, Baker has replaced a total of 10 units and most of those were very early on.

The 10,000 Mile Test

With over 10,000 miles and some 10 state-boundaries crossed on our Baker bagger, it has been impossible for me not to sing the praises of the Baker tranny to Bikers I've met on the road. At 75 to 78 mph the rpms are 2,700 to 2,900; at 80 mph the rpms are right at 3000. When you shift into the true overdrive of sixth gear the machine smoothes into an incredible ride beyond anything I've experienced the past 37 years in the saddle. The bike becomes quieter, rpms drop like you have a lead weight attached to the spindle of your gauge and the motor relaxes.

I purposely abused the tranny in every way. Coming out of New York I was westbound into a torrential downpour and 30 mph headwinds. During a 100-mile stretch of impossible visibility I ran 55 to 65 in sixth gear testing torque into major headwinds. At 55 I have to shift to fifth, at 65 the Baker would pull the machine and still allow me to throttle on and pass 18-wheelers all the way to 105 mph. I continuously ran 600- to 800-mile days and my style of riding is fast and hard with early departure times. When the day is dedicated to the ride I love to leave at 3 a.m., which allows a constant 80-mph plus under relatively safe conditions, such as traffic and few problems with speed traps. By 8 a.m. I have 300 miles under my belt and a damn good start on a productive 800-mile day. With the Baker tranny kicking my power plant along, my gas, my ass, my back, and my life on the road improved in every way.

The only problem I ever had with the Baker was that in the first few thousand miles I would forget to shift into sixth. The "gone forever" clunking of the OEM shifting placed smiles all over my face. With 180-190 miles between gas stops, the automatic ease into neutral as you coast into the pump for the proverbial fill-up, became a ritual of sorts. For whatever reason years ago, I got into the habit of turning off the motor and coasting the last 20 yards into my landing pad. Occasionally the lack of neutral cooperating would screw that up ... not once did that happen in 10,000 plus miles with the Baker tranny.

I shifted 200 times or more without the clutch, operated through Virginia in 110-degree heat for 12 hours and ran the original transmission oil in her for 10,000 miles. There were minor signs of some shavings when I made the change on the magnet; but nothing significant. Thank you Bert for the consistently better mileage I received as I was paying over $2 per gallon for gas in Chicago and major cities and $2.50 in Canada.

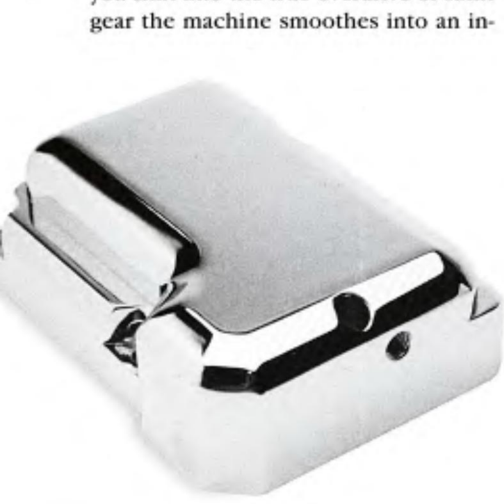
Is this transmission for everyone? Not if you never get out on the highway, no, it is not. If you're a TT rider and don't leave the county, don't buy a six-speed. However, if you take one 500 mile trip a year, you can bet your sweet ass my advice would be to make the purchase.

New for 2001, Baker introduces their new Sportster Baker six-speed and also a new Roller Shift System with perfect neutral trough geometry for all five-speeds. Sure enough, for $169 you can hook up your five-speed with Bert's technology and literally take away all the clanking your baby ever had.

—Balls

Photos: Mike Farabaugh

Lisa and Bert Baker



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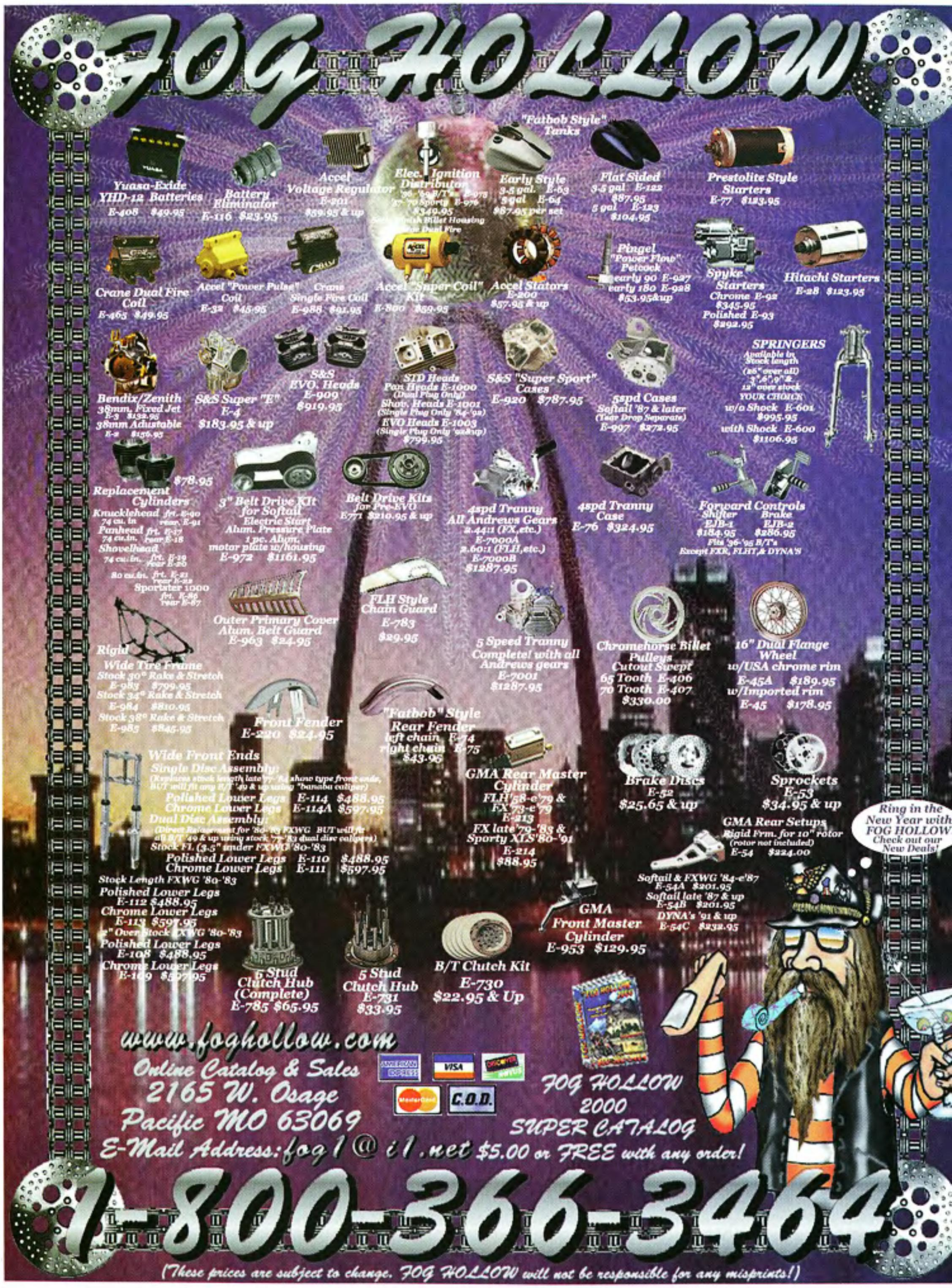
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ReadersRides

Photos: owner

Rick Paulin
Orange, California
1975 Sportster

This rather "unique" looking Sportster directly reflects the obvious quandary poor Rick must have suffered in his childhood years. It represents, one might say, the couch upon which many a therapist's fee was converted into hardened steel and cast iron.

Rick obviously sees his world in two shades: black and white. "When I was a boy," he muses, "two kinds of people rode Harleys: cops and bikers. My dad was a cop and didn't like bikers, while most of my friends were bikers who didn't like cops."

It was this psychological dilemma (and presumably many visits to the local shrink) that finally caused Rick to act out his trauma and produce what would eventually become his reason to heal. "It must be the rebel in me," he continues, "because from day one, all my hog riding friends thought I was crazy. They'd ask

me stuff like 'why a Sportster?' or 'why these colors?' or 'why those emblems?' and so on." Most of all, it seems, they took exception to the name Rick gave to his Frankenstein ride: Piglet.

This is obviously one confused dude, but at least he knows it. "My whole concept rubbed everyone wrong, but that's how I knew the name was right." All that rubbing took exactly one year, according to Rick. "Although it's a '75, the front end is a '69 with dual rotors while the swingarm is from a '79, which we stretched two inches," he says. "We moved the shocks forward a full nine inches, which gave the rear fender that vintage look." Is that what they call it now? Vintage?

Unperturbed, Rick continues. "I used Hog shocks, and by moving them forward, it allowed me to drop the frame five inches, giving it that long, sleek and low appearance. I designed and cut the custom emblems by hand from sheets of brass and then had the chromed. To top it off, I used XLR pipes for a '50s twist."

The "we" in the earlier paragraph, by the way, constitutes the team of John English and Brian Heslington at Biker's Connection in Orange, California. Although, at this point, they might deny any knowledge. At least Freud would have a field day with this. —*Tripper*

Readers*Rides*

Doug Heimbach
Pottstown, Pennsylvania
1999 Softail

Photos: Larry R. Wilderson

To assure some degree of "authenticity" and "originality," Doug at the shop that bears his name emphasizes that "this bike was built from the ground up, before you could buy the kit bikes. We had to fabricate all the tank mounts, etc."

Somebody please get the man a violin! Whoever heard of such a thing? From the ground up? Before kit bikes? Sounds simply unbelievable! But there it is, right in front of your eyes, sitting in a Pro-One frame with a two-inch stretch of the imagination and 38-degree rake. "All wiring is inside the frame including the hydraulic clutch and brake lines," Doug discloses. But not only that, this green machine also has "a 113-inch motor, a six-speed tranny, and a three-inch belt drive. As you can see, the owner is Irish." Really! Are we to deduce this from the fact that the bike is green or because it has a 113-inch mill? Or could it possibly be the Leprechaun riding down a rainbow on a pot of gold that tips us off to this fact? What if the owner were an Aborigine? Would this alter the meaning of the tank graphics? Do they even have leprechauns in Australia? Ah, the inquisitive mind could pose a myriad of unfathomable premises, but luckily, I'm utterly devoid of such a wasteful thing.

And as far as Doug's concerned, he's probably too ecstatic over his clever use of the H-D part in his shop's name to bother. In his case, you see, H-D doesn't stand for the obvious (like Hot-Damn, for instance), oh no! He smartly disguised the famous letters in a "heavy-duty" costume to fool unsuspecting folks like you. Or the guys on West Juneau Avenue.

For more funny stuff on Doug and his heavy-duty shop, simply ride over to www.dougshd.com. *—Tripper*

Rick George
Marine Corps Airstation Iwakuni, Japan
1980 FXB

Photos: owner

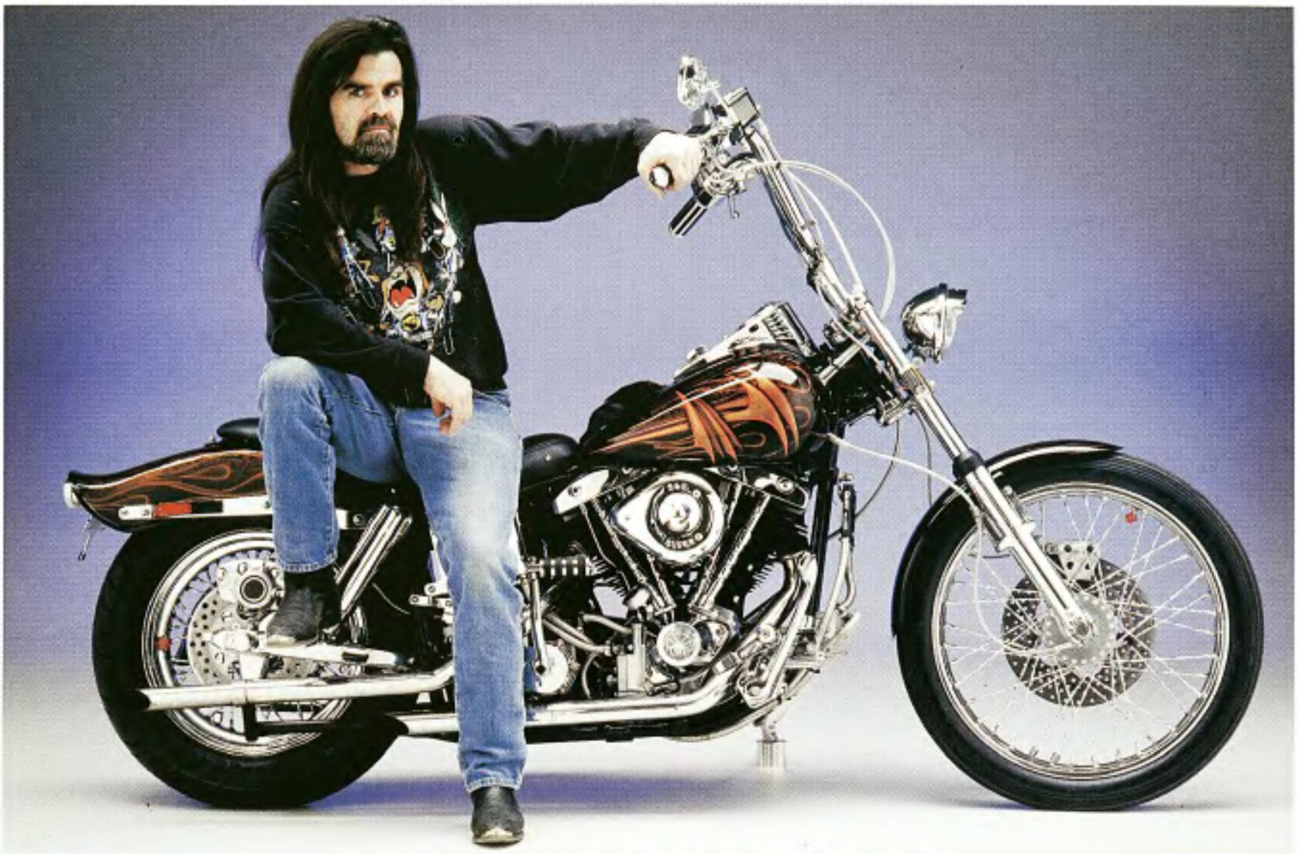
From the day Rick saw his first FXB, back in 1980 when "I was a junior in high school," he absolutely had to have one for himself. No other bike would do, although he did compromise a few times, like when he purchased two Super Glides, two Low Riders, an '86 FXSTC and two Ironhead Sportsters ... Damn! Just how much money do these Marines make? Maybe I should have opted for a military career. Anyway, while stationed in Iwakuni, Japan, back in May of '97, Rick spotted an FXB for sale in the latest Cycle Trader his mom had sent him. Although the bike was some 10,000 miles away, he moved heaven and earth (well, mainly his father back in Indiana), to buy and haul the bike back home and then ship it to Japan. Once there, the Sturgis was ogled and drooled over before being ridden to shit. Well, broken in is what I mean. "Two years later, it was time for a performance upgrade and a face lift," Rick tells us. "From December of '98 to May of '99, I completely disassembled the bike, added an Andrews cam, Spyke single fire ignition (with 80,000 volt coil),Qwik-Silver II carb, crinkle-painted the tranny cases and rockers, and repainted everything else that was black. I mailed the tanks and fenders to my father who dipped them in satin black."

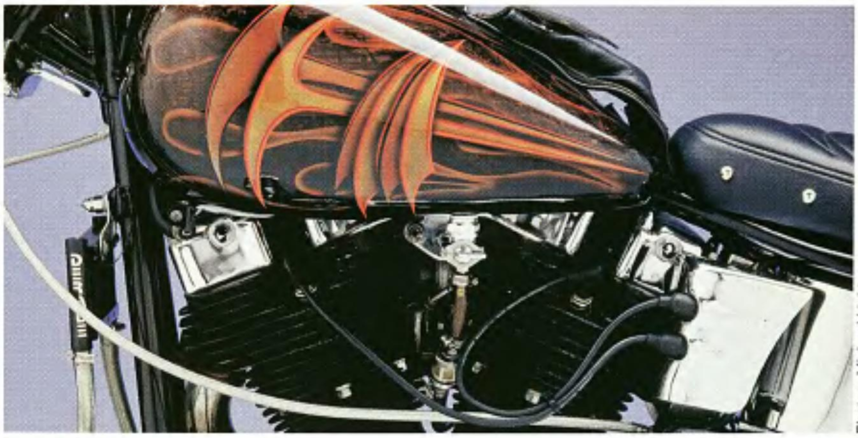
As if that weren't enough, he also added a couple of goodies like a complete set of chrome acorn engine nuts and bolts, new cables all around and fashionable hog valve caps. "The riding is beautiful over here," boasts Rick. "Rolling mountains everywhere, and my Sturgis is the only 1980 that anyone knows of in the entire country of Japan!" He also alludes to having plenty of free time on his hands. "The Sturgis draws a lot of attention and conversation where bikers gather, and Japan does have a healthy share of Harley riders."

You know, I'm gonna have to demand a congressional investigation into the doings of our military personnel overseas: way too much money, early retirement, 10-hour work-weeks ... Aren't they supposed to be busy defending us from evil communists and the like?

—Tripper

ReadersRides





Photos: Michael Lichter

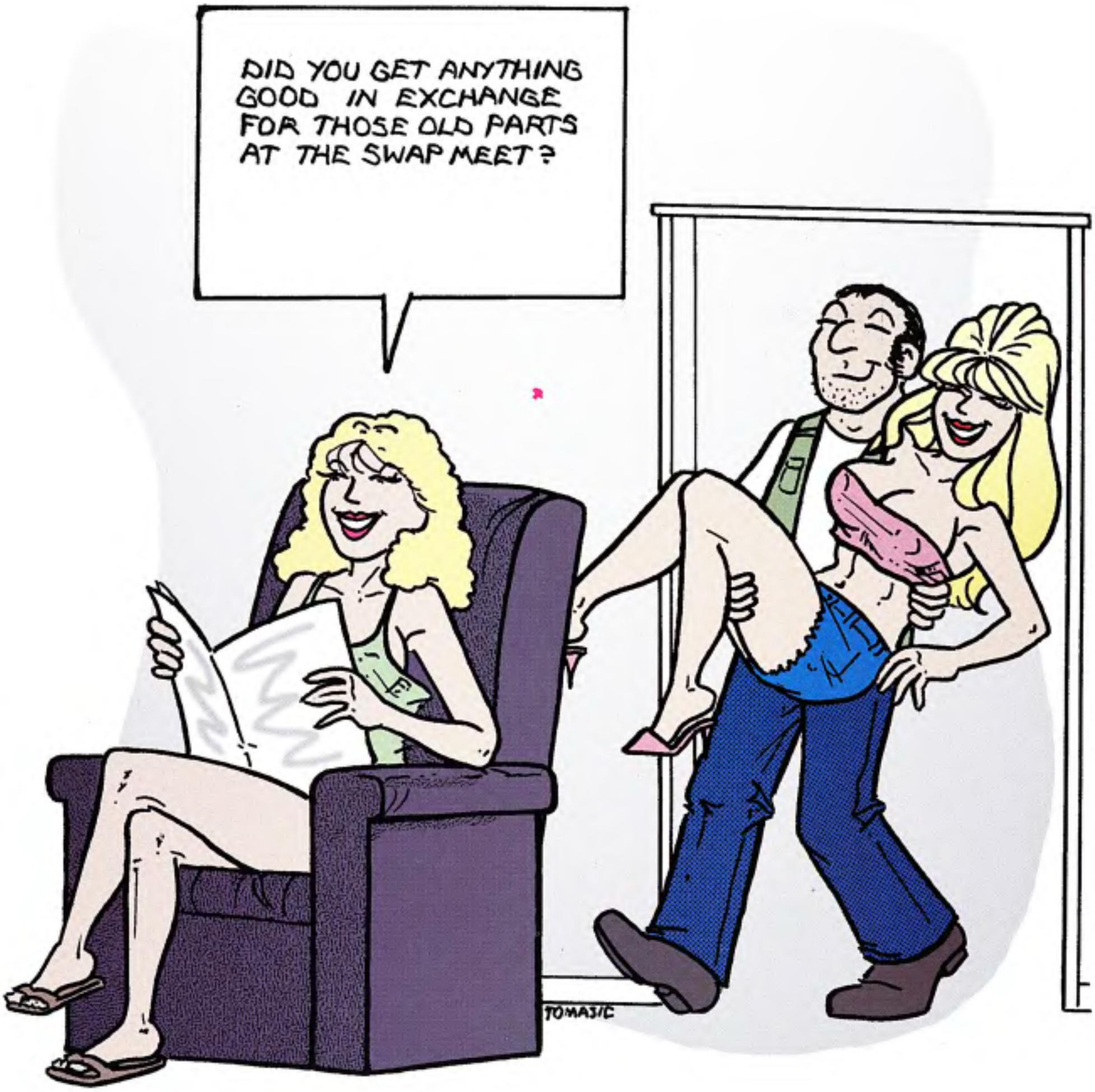
Gary Weldon
Somewhere, Kansas
1975 FXE

Gary came by this bike the hard way and, at least in my humble opinion, he's earned every nut and bolt on it. Gary, you see, has been married for 31 years. To the same woman. Not that that's so unusual, although I personally don't know anyone with that track record, but Gary's also the father of four and a grandfather of five. Oh, well, so what? Gary's only 44 years old himself, that's what. "That's why it took me so long to get a bike," Gary admits a bit sheepishly. "I've only had this one for seven or eight years. I had to wait until all the kids were grown, and now my oldest one, he's 30, he works for Big Dog out here in Kansas," he says with obvious pride.

Gary got this FXE from his buddy R.B., who, when he had bought it brand new for his ol' lady, had promised Gary that he could buy it if he, R.B., ever got divorced. "It was basically a woman's bike," Gary confirms our suspicions, "so I took it apart and put it back together with different parts and accessories." A disabled cement finisher by trade (I guess Yale wasn't in the cards for such a busy teenager), Gary got advice and help in the form of hands-on supervision from his buddies Big Al, R.B., Rick, and Brenda, his lovely wife.

That is to say, R.B. handled the mechanical aspects, while Big Al did the paint thing and Gary assembled everything. And Brenda took care of the moral support, as befits her. Gary got injured on the job just prior to these photo sessions. "I ruptured three disks, and now arthritis is starting to set in," he laments, "but I still ride the bike whenever I can." That means he goes on various and sundry toy and MDA runs in his spare time. The rest of his day is most likely spent reminiscing about the good old days as unencumbered and unmarried pre-teen. Hell, at 13, I was still hanging with Rosie Palm!

—*Tripper*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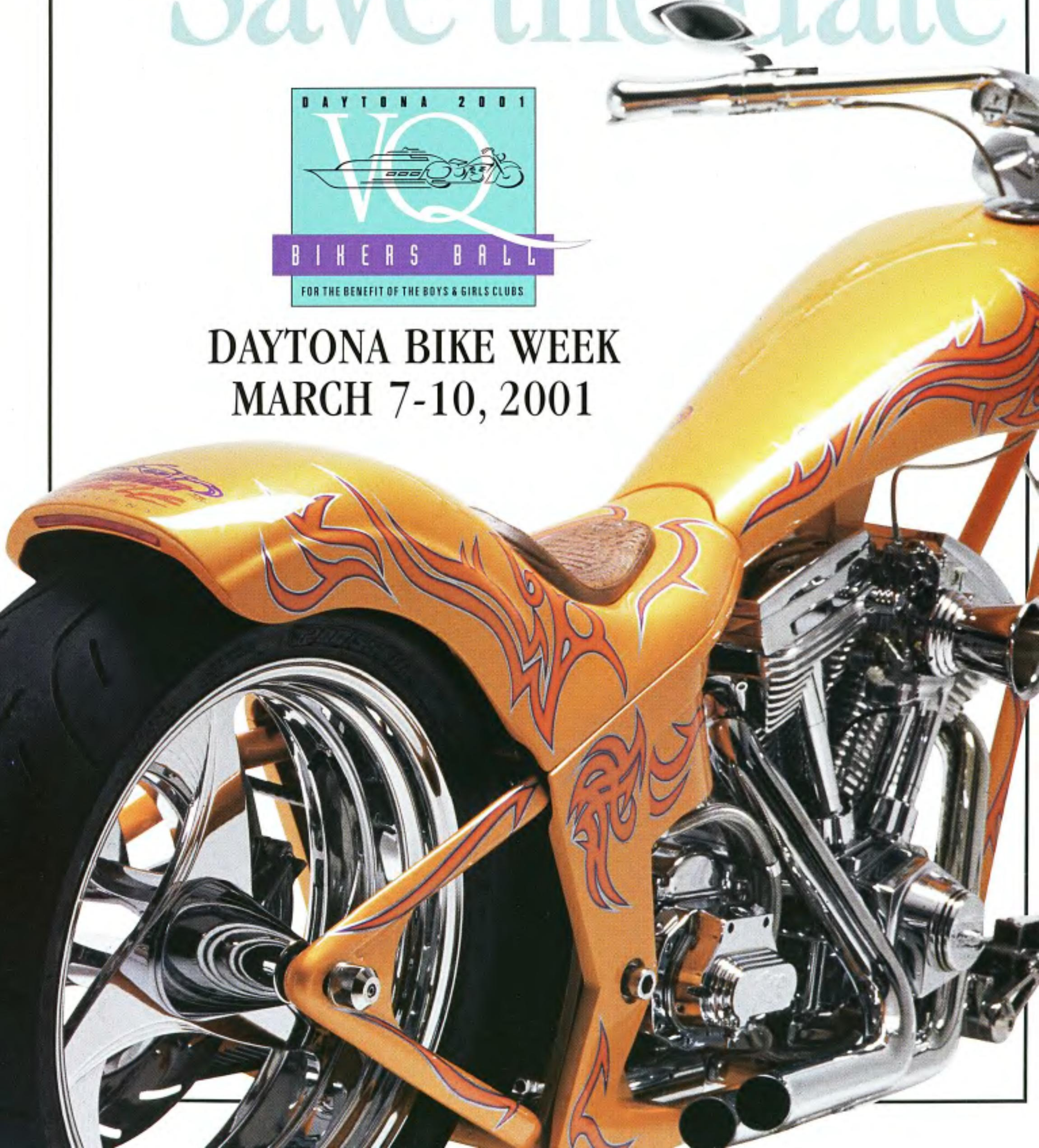


There's no doubt in the bikers' collective mind that rigid V-twins represent the ultimate sled. And don't tell us that you've never dreamed of being Billy, ripping through miles and miles of straight open highway, astride the stubby, flamed Panhead, or Captain America, powering across the Arizona desert, on the world's most famous stretched and raked chopper.

Ultra's Sledgehammer

Rigid custom bikes are as popular today as they were back when choppers ruled the biker scene in the late '60s. They're so popular, in fact, that American aftermarket manufacturers started adding them to their lineup of cruisers a couple of years ago. The interest for these turnkey custom hardtails peaked overnight, and for 2001 many more manufacturers have stepped up to the plate with more rigids than you can shake a bruised kidney at.

Ultra Motorcycle Company of Southern California is such a manufacturer, and the Sledgehammer is their latest offering in the field of aftermarket rigids, joining their other hardtails: the Jackhammer, the Fatpounder, and the Groundpounder. Tell us, what's up with the fixation with pounding, guys? Hey, we've come up with a cool new name of our own: How about the Groinpounder! Catchy, ain't it?

Anyway, when we got wind that Ultra had a new 113-inch S&S-powered street beast with stretched inverted forks, and 230-series rear tire, we were game. We got on the horn right away and started whining, begging, and groveling for a chance to throw a leg over this tasty piece of two-wheeled candy. We were already fantasizing about the whole deal: a huge motor stuffed in a slender chassis, a pizza cutter for a front wheel, and an oversized chunk of rubber in the back. *Wahoo!*

Actually, getting to ride the Sledgehammer for this month's road test proved to be a bit of a challenge. It seems as if every bike UMC manufactures is sold in advance. That's good for them, but it wasn't getting us in the saddle, so to speak. As a last resort we sent one of our thugs down to UMC and managed to hijack this silver and flamed sled.

During the two weeks that would follow, we treated UMC's rigid cruiser just as we would treat any other motorcycle. This entailed putting it through the paces: city driving, freeway, open road, and even some twisty road action ... the works!

We found that the Sledgehammer behaved well in most riding conditions, keeping in mind, of course, that it has no rear suspension. With this much stretch on the front end, though, you can't expect this bike to be very tight while cornering, and it isn't, so we pretty much stuck to the flatlands from that point on.

If the Sledgehammer can be a handful in the twisties, it more than makes up for it on the open road. We liked how the larger than large 230-series Avon rear tire seems to absorb small impacts very well. With favorable road surface, this makes the bike almost seem as is it had full suspension. Another great plus is the contoured solo seat. It managed to top both our style and comfort charts.

Ultra Motorcycles pulled out all the stops in the engine department this time, and dropped a 113-cubic-inch S&S V-Twin in the Sledgehammer. With a manufacturer-advertised peak horsepower exceeding 100 hp, there's a lot of ponies to deal with for a street-driven rigid! In other words, the Sledgehammer shreds so much that its power delivery is as subtle as its namesake! Now there's something that'll either leave a big grin on your face, or a warm, wet spot in your pants.

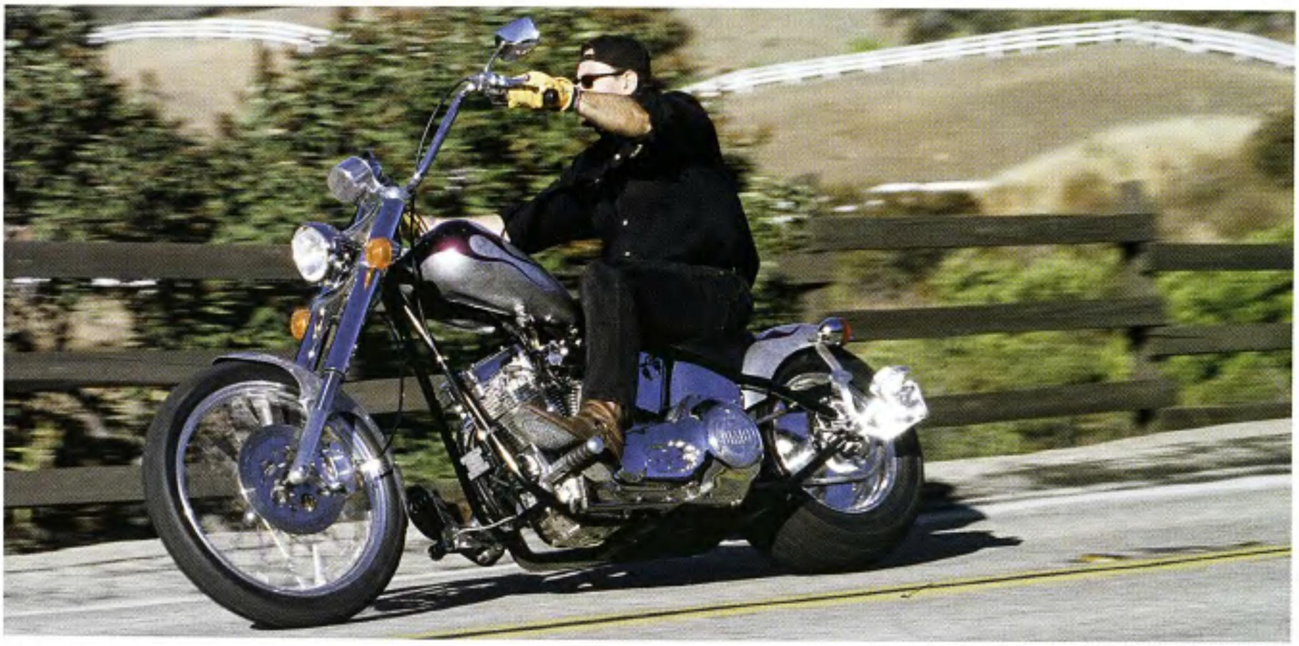
While testing many of these big gun motorcycles over the last couple of years, we noticed that most large displacement engines are pretty jerky at lower speeds, when riding in heavy traffic. The Sledgehammer's big 113 was no exception, and required a lot of clutching, while dealing with the snail's pace of a freeway drive at rush hour.

While creature comforts are usually of little concern or relevance on hardtails, we couldn't help noticing how convenient the instrument panel was. It's well positioned at eye level, between the apehangers, and features an electronic speedometer, with a digital display odometer and tripmeter. The speedo is mounted on a billet bracket that sports the UMC logo, and houses the usual light indicators: neutral, turn signals, high beam, and power. To keep things uncluttered, the ignition key switch was located on the left side of the oil bag, below the seat.

We found the Sledgehammer to be a good barhopper with plenty of style and charisma, and even though we're always first to chant the "more is better" mantra, we wonder if it wouldn't be a more enjoyable bike, if it had a smaller engine.

Anyway, if you have $23,995 burning a hole in your pocket, a taste for manly machines, and enough hair on your ass to keep that throttle open, you're a sick bastard, and we'll immediately prescribe the Sledgehammer ... it's your kind of bike! Enjoy!

—Lafayette



Manufacturer:	Ultra Motorcycle Co.
City:	Mira Loma, California
General	
Fabrication:	UMC
Year/make:	2001
Model:	Sledgehammer
Assembly:	UMC
Engine	
Year:	2001
Model:	S&S Super Stock
Displacement:	113 cubic inches
Lower end:	S&S
Balancing:	S&S
Pistons:	S&S
Cases:	S&S
Heads:	S&S
Cam:	S&S
Lifters:	S&S
Carb:	S&S
Air cleaner:	S&S
Pipes:	Ultra Custom Exhaust
Transmission	
Type:	5-speed manual
Gear ratio:	1st 2.94, 2nd 2.21, 3rd 1.60, 4th 1.23, 5th 1.00
Paint	
Painter:	Ultra Custom
Color:	silver base/flames
Frame	
Year:	2001
Type:	Ultra Custom
Builder:	Kraft Tech
Accessories	
Bars:	Ultra
Risers:	Ultra
Handlebar controls:	Ultra
Fenders:	Ultra
Headlight:	Custom Chrome
Taillight:	Ultra
Speedo:	VDO
Dash:	Ultra
Pegs:	Ultra
Electrics:	Ultra
Foot controls:	Ultra
Gas tank:	4.75-gallon, single
Oil tank:	Kraft Tech
Oil system:	S&S
Primary drive:	belt
Seat:	High End
Mirrors:	Custom Chrome
Grips:	Drag Specialties
Forks	
Type:	American Suspension
Modifications	5-inch stretch
Wheels	
Front	
Type:	American Wire Wheels
Size:	21-inch
Rim width:	3-inch
Tire:	90/90-21
Brake:	4-piston, 11.5-inch
Rear	
Type:	American Made
Size:	15-inch
Rim width:	7-inch
Tire:	230/60-15
Brake:	4-piston, 10-inch
Photos:	Jan Hagglund

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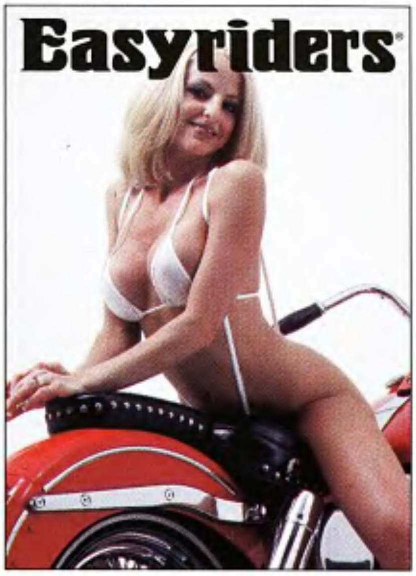
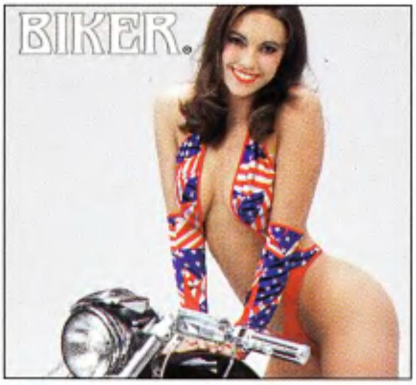
Coming At Ya

Unlike a box of chocolates, we know exactly what you'll get in the February 2001 issue of *Easyriders* (#332). It's filled with such mouth-watering delicacies as a run to Connecticut's Hot Rod Cafe and a putt all the way to Sweden. We'll also check out an Arlen Ness race bike and even offer an exhaustive Guide to Aftermarket Wheels as well as a mini-guide to valve covers. Discover a new pastime: Biker Bull Riding, and find out the ballistic results when motor cops shoot up some Harleys. (No kiddin'!)

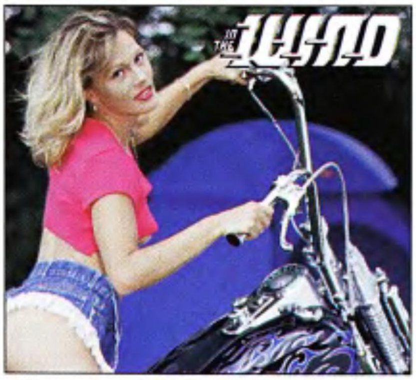
This is our Bike Show Special and that means we'll show off every bike seen in our stable of bike magazines during the year 2000. All this, plus wacky Valentine's humor, perky pin-ups, and pleasing custom putts.

On sale January 2



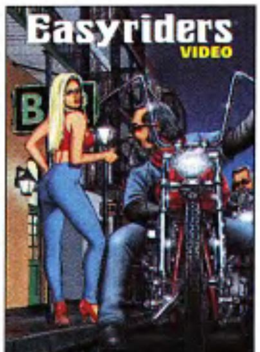


The January issue of *Biker* is guaranteed to ring in your New Year right with plenty of the three B's: bikes, babes, and booze. So hoist one high and toast to the greatest lifestyle of all! *On sale now*



January's *In The Wind* (#103) brings you the best from Laconia and Sturgis 2000. Ya got that right: the two biggest U.S. summer events in one righteous rag. And limber Lacy on a classic pan to boot! *On sale now*

With page after glossy page of world-class customs, rare antiques, and the finest accessories, the December issue of *VQ* has all the toys a discriminating biker wants under his tree. *On sale now*



The ultra-hot spotlight is on the bountiful babes in this steamin' Easyriders Video, with some really great events like the Big Easy Ride, the Easyriders Fox Hunt competition, and the Atlanta Ride for Healthier Babies tossed in for good measure. All this PLUS, a rare interview with Peter Fonda. It's one babe-a-licious treat! Get yours now by calling (800) 247-6246.

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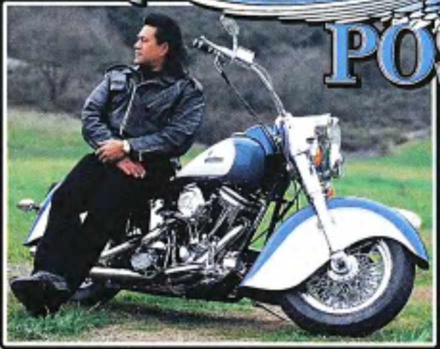

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Sacramento Convention Center

January 20, 2001
Charlotte, North Carolina
Charlotte Convention Center

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Agoura Hills, CA

Classic Cycles
Gulfport, MS

Coleman Motorcycle Co.
Dothan, AL

Craven County Motor Sports
New Bern, NC

Custom Hawg Parts and Accessories
Scarborough, ME

Cycle World
Baltimore, MD

Desert Motorsports
Scottsdale, AZ

DFW American IronHorse
Bedford, TX

East Coast Ironhorse
North Charleston, SC

Easyriders
Columbus, OH
Denver, CO
Houston, TX
Salt Lake City, UT
Springfield, MO

Golden Triangle Cycle Ctr.
Beaumont, TX

Griffin Motorsport
Schenectady, NY

Haverstraw Motorsports
Haverstraw, NY

Heartland Motorcycle Co.
Omaha, NE

I-95 Cycles
Lumberton, NC

Ideal Ride
East Dundee, IL

Metro Motorsports
Glendale, AZ

Naults Honda
Manchester, NH

Naults Windham Honda
Windham, NH

New Ray's Cycle Co.
Covington, KY

Night Riders Custom-N-Speed
Pelham, AL

Night Riders Chopper Shop
Attalla, AL

Norfleet Motorsports
Richmond, VA

North Idaho Power Sports
Coeur D'Alene, ID

Phantom Motorcycles
Ft. Lauderdale, FL

Rich's Cycle Center
St. Louis, MO

Rio Yamaha, Inc.
Las Cruces, NM

River City Honda/American IronHorse
Owensboro, KY

Rodney's Cycle House
Little Rock, AR

Rolling Thunder Cycles, Inc.
Louisville, KY

Scooter Shak East, Inc.
Fargo, ND

Southwest V-Twin
Grandville, MI

Staz American Motorcycles
Henderson, NV

Tucson Motorsports
Tucson, AZ

Victory BMW
Chandler, AZ

Village Motorcycles
Clemmons, NC

Waynes Motorcycle Center
Cranston, RI

Fort Worth, Texas
817.665.2000
www.americanironhorse.com